

MACLEAN'S

JOHN PAUL II

The pontiff is ailing. Who will be the next pope?

FISH FUTURES

The East Coast gets hooked on aquaculture

PHOTO ESSAY

An Alberta firm's controversial pipeline project in Ecuador

THE ENVIRONMENT

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DISSENTING VOICES

If you live in the midst of violence, you can't ignore the causes—or others' views

IN THE LATE 1980s, I moved to Moscow to open a new bureau for this magazine. I came home on my first summer leave brimming with official statistics, expert analyses of Kremlin politics, and other institutional information that I soon discovered was of interest to almost no one.

Instead, I was peppered with questions on what life was really like in what was then the Soviet Union. Could Westerners still do blue jeans for the equivalent of a hundred bucks? (No.) Was it true that Russians wearing a new car put their names on a waiting list years in advance? (Yes.) Did the KGB follow Western journalists everywhere? (Who knew?)

In short, the average person is far more interested in the state of everyday life in other parts of the world than in the geopolitical decisions and actions that dominate the news. The two subjects, of course, are closely related—as Tip O'Neil famously said, all politics is local—but somehow, we seldom seem to properly establish that.

Take the ongoing strife between Israelis and Palestinians, the subject of this week's essay by journalist and social activist Judy Robick. The animosity between Palestinian activists and supporters of Ariel Sharon's Israeli government is such that it often seems the two sides can't even agree what to argue about—never mind how to resolve differences. Both sides come armed with conflicting versions of history, conflicting laws, claims, and endless arguments over which party should prevail, and neither side is interested in listening to the other.

Back to the case of a small—perhaps diminutive—group of peace activists working at ground level to promote dialogue. She was also raised in a Jewish family with strong ties to Israel, but finds herself very much in sympathy with Palestinian claims to nationhood. One reason, she concludes, is that Israelis and Palestinians have far more in common than most people on either side are prepared to admit.

The arguments Robick makes aren't often heard in the North American media these days—and that's a shame, because we should always listen to a variety of voices on important issues, so long as they're not advocating violence as part of their platform. That's one reason why at Maclean's we publish—and will continue to do so—pieces on important topics by different, often dissenting, voices. Next week, we'll run another essay on the Middle East by author and publisher Anne Porter, whose views are quite different from those of Robick.

Friends of mine who go regularly to Israel say that the debate there over how to resolve the Palestinian dispute has far more shades of grey than we see reflected here. At first glance, that seems surprising, given that the lives of those people are directly affected by the violence, while North Americans have the luxury of distance. But in another way, it makes perfect sense: if you live in the middle of violence and hatred, you can't afford to ignore the cause—along with every potential opportunity to overcome them.

That's all by way of saying that, based on past experience, we avoid the usual flood of lioness and c-virals that pieces on the Middle East always provoke. Many of those will be from the already converted on both sides—most of whom take pride in never budging as each from their positions. For the rest of you, if you make the terms of the debate seem any less black-and-white and more open to examination, and, perhaps, new cause for negotiation, we'll be very glad for it.

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THEMAIL

"We are in no way disappearing or have the desire to. This is my home, along with many others, and no one is going to take it away." —*WILLIAM KILPATRICK, Association, Sask.*

Pride of province

As a Saskatchewaner who grew up on a prairie homestead, I could have been depressed by the cover feature on its "disappearing" attributes ("Disappearing Saskatchewan," July 15). But the issues were sensitively handled and your editorial paid fitting tribute to an enduring agrarian legacy.

Dorenda Schellen, Chicago

You have to be tough to live in Saskatchewan and survive the scorching heat of summer and the bone-chilling cold of winter. And you have to be an instinctive gambler if you work the soil for a living. But if you were lucky enough to grow up in Saskatchewan you will forever remember the beauty of its four diverse seasons, the majesty of those towering grain elevators, the wonder of the unbroken skyline, and the grandeur of that vast, blue prairie sky. Saskatchewan has to be the best place in Canada to be from.

Rob Thompson, Victoria

If it wasn't so predictable, it would truly make the blood boil. Anyone whose knowledge of Saskatchewan is deeper than a cursory reading of W.O. Mitchell's *Who Has Seen the Wind* understands that neither that "disappearing" we are a vibrant province populated by people who are meeting the challenges of change through innovation and determination. A person reading this one-dimensional article wouldn't know about the many fascinating layers of this exciting province. In fact, a person who read "Disappearing Saskatchewan" wouldn't know this province at all. Pity.

Marcus Davies, Saskatoon

Why is it that you feel compelled to give the impression in your such black and white photographs that Saskatchewan and its people are an underprivileged society?

Charles-Jean Hétu, Regina



As I travel around rural Saskatchewan, I see many scenes similar to your cover picture. The agricultural economy is a wreck. People are losing farms and businesses as well as value in their homes. I note that the Regina Leader Post has criticized your report, but Regina has always been a bit myopic about the world outside its city limits. We are on the edge of losing a critical culture in rural Saskatchewan, and it breaks my heart.

Rev. Rob Langdon, Assiniboia, Sask.

I grew up in Leighton, Sask., where in the 1960s my parents bought the hotel for \$20,000. We lived there for 12 years and

DON'T DISMISS SASKATCHEWAN AS NOTHING MORE THAN ITS TROUBLED RURAL COMMUNITIES, readers told us. "The July 15 editorial and cover story are not about the rural Saskatchewan where I live and work," wrote Al Scholz of Saskatoon. While many appreciated our recognition of a disappearing way of life, others said they would prefer a forward-looking article focused on such Saskatchewan successes as the innovative cyberstraw research project, which we featured in our Jan. 21 issue.

sold the hotel for \$12,000. The people who bought it from us just walked away from it a few years later. The population that hovered around 35 when we lived there is now zero. The entire main street is gone. The railway tracks, three grain elevators, the curling rink, the Co-op store, half a dozen houses and, yes, our hotel, are now a field of grain. I can't seem to get over the sadness.

Shirley Horton, Peterborough, Ont.

Rural rapidity

Thank you, Anthony Wilson-Smith, for your editorial news riding on the importance of our rural communities in Canada ("Small towns, big value," July 15). Our farming population has decreased, but rural and country life still go on with the good-neighbour atmosphere and spirit that reaches out to help others.

Erin and Wilson Thomas, Marvick, Ont.

Distinct divide

Thanks to Neil Bissoondath for speaking out on behalf of "oppressed" Quebec Anglos ("Spire on the Sprague," The Back Page, July 15). I, too, am always amazed at how negatively my friends from other provinces view Quebec. They all seem to think that I'm living in a fascist state, harassed by language police every time I say "hello" instead of "bonjour." Those of us who live here know the truth—that this is a wonderful province full of wonderful people who, with a few extreme exceptions (which get all the press coverage), get along great and respect each other's differences.

Andrew Provost, Montreal

As a native of Quebec who lived there for 21 years and (like so many others) now calls Ontario his home, all I can say to Neil Bissoondath is, good luck. Those tales of racism he talks about are not factual. There is a reason so many leave Quebec in droves: they feel more comfortable somewhere else.

Richard Perle, Ottawa

Triple whammy

Why would Screened (The Week, July 15) give Gordon Campbell a plus for a "business tactic" in a referendum that gave him "the result he wanted"? It wasn't the result most British Columbians wanted.

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MACLEAN'S BEHIND THE SCENES



Photo: Peter Bragg

MUCH MUSICAL MAGIC

Eye-popping. Out of the ordinary. Exciting. Outrageous. Such words only begin to describe the Much Music Video Awards that took place at Citytv's Toronto studios in June. *Maclean's* decided to let the visuals tell the story in our website (www.macleans.ca) photo gallery. Stargazing.

"The best way to cover an event like this is through photos, because the spectacle lends itself to images more than words," says *Maclean's* online editor Derek Chebli. "The 50 Famosas Faces photo gallery received 505,000 page views so I know that our readers are very curious about celebrities. This is one of the coolest parties in the Canadian music and entertainment industry, so the celebrity quotient is high."

For more information and to see stars like Shogun, Kid Rock, Pamela Anderson, Nelly Furtado, Mandy Moore and many more, visit the Stargazing photo gallery at www.macleans.ca.

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THEWEEK



The war on terror | Canadian troops bid farewell to Kandahar

As three pipes played the Maple Leaf Forever, the Canadian flag was lowered for the last time at a military base near Kandahar. More than 800 Canadian soldiers from the Princess Patricia's Canadian Light Infantry arrived in Afghanistan in February as part of the American-led international coalition to root out the remnants of the al-Qaeda terrorist network. The soldiers began leaving this week for an American military base in Germany, where they will undergo reorientation counseling before returning to Canada. In addressing the Canadians, American Maj. Gen. Prashant Hingebach lauded their efforts. "Their effectiveness performance," he said, "added to the legacy of their proud regiment."

The regiment's assignment was also marked by tragedy, when the pilot of an American F-16 dropped a 255-lb bomb, killing four Canadian soldiers on night-training exercises near Kandahar. But last week, a linked transcript of taped radio

In June, Canadian and U.S. officials blamed American F-16 pilot Maj. Harry Schmidt for the April 17 three-day fire deaths of four Canadian soldiers. But according to tapes, Schmidt told air-traffic controllers, "I've got some work on the road and it looks like they're flying at us." "We then dropped the bomb and immediately noticed. Can you confirm they were shooting at us?" The controller replied, "You're cleared. Self defense."

communications suggested U.S. air-traffic controllers operating from an AWACS, a plane crammed with radar technology, were also aware that the Canadians were on the ground, leading to suspicions that a serious command-and-control failure contributed to their deaths.

As the Canadians prepared to leave Kandahar, soldiers aboard the Canadian destroyer HMCS Algonquin fired themselves in the thick of the action. Using flares to light up the night sky over the Gulf of Oman, they pursued and captured two alleged terrorists fleeing in a powerboat. The incident began when three high-speed boats were spotted by surveillance aircraft at noon on July 13. The Algonquin came alongside at about 9:30 p.m. The boats fled but the Algonquin gave chase, using an inflatable boat to overtake the speedboat believed to be carrying the suspects. Two suspects were removed and were picked up by the next arriving U.S. helicopter.

ScoreCard

Paul Martin: His re-election fights before the Assembly of First Nations undercut the government's bid to overhaul the Indian Act. Political ambivalence trumps policy coherence.

Martin Cauchon: Justice minister who's not trying out, raises possibility of dissolving ministerial portfolios. Very negative policy thinking.

Martin Cauchon: Suggests Paul Martin's donors will visit their money back when they realize he is planning to "rescue" to oust Christian Minister, who have you been smoking? That's exactly why they're donating.

Paul Bellem: Another sport event isn't helping either in Salt Lake City isn't empty seven nights, at a cost of \$24,000, while city plans make do with the empty seats. Some figure skating judges at top of Winter Games PR lists.

David Leck: New Brunswick police refuse patch for Maritime to get some access in their own officers' natural got at U.S. customers. This is no under-work scheme. It's making something of what we've got.

Michael Snow: At 75, director of Festival's event garden takes the world's most exhibition. His scorecard and a second by his own two. Snowy weather in Toronto's cooler capital of Canada proud.

"But of course, I'm 39 years old. I've been elected first when I was 31 years old, and yes, I tried it before. My own experience can't tell you if it's harmful or not."

JUSTICE MINISTER MARTIN CAUCHON, acknowledging he'd cracked pot after raising the possibility that pot could be decriminalized

Major arrests in Greece

Greek police arrested seven members of the obscure November 17 terrorist gang, among them Alexandros Gligasopoulos, 51, alleged to be the group's chief ideologue. The former university professor denied he was a member of the radical leftist band, which is blamed for killing 23 people, including British, American and Turkish diplomats, since 1975. Police said two of the others they arrested last week confessed to a series of bombings and killings. The police operation—widely hailed as a major step in curbing terrorism at the Athens Olympics in 2004—was triggered by the June 29 arrest of a man who was wounded when the bomb he was carrying exploded prematurely in the busy tourist port of Piraeus. November 17 takes its name from the date of a 1973 student uprising against the military dictatorship that ruled Greece from 1967 to 1974.



Weather | 'Even the weeds won't grow'

"The farmers aren't even being fair," Jay Fortin said as the wind whipped a cloud of dust across his parched ranch southeast of Edmonton. "Even the weeds won't grow." July 21 marked a year since his farm received any significant rain, and Fortin has been forced to sell his cattle because he can no longer afford to feed them. It's not alone the drought, now in its second year, is starting to inflict long-term damage on the Western economy as farmers begin to go bankrupt. A huge swath of the normally verdant prairie from the Peace River country in northern Alberta through to Saskatchewan is suffering, with only half of the normal precipitation having fallen since last summer. Sloths that control critical water supplies for cattle are bone-dry, valuable topsoil is being blown away.

men, Cruz and Melilla, that are held over from the colonial era. Morocco has long argued Spain's occupation of the two cities is illegal.

Apologizing for murder

In a surprise move, the Irish Republican Army apologized for killing non-contributors in terrorist attacks over the last 30 years in Northern Ireland—an estimated 650 of the 1,800 people the IRA is believed to have killed during the violence between British troops and Irish nationalists. Analysts say the apology is the IRA's attempt

to show its remorse and to help Canada's financial institutions and programs, to provide drought assistance and cash to help Canadian farmers compete against their heavily subsidized U.S. counterparts. But Saskatchewan farmers won't get as much help as their neighbors in Alberta, because their government has refused to sign on to the agreement, arguing that Ottawa should foot the bill. Alberta, which has already spent \$1 billion aiding its hard-hit farmers and ranchers, agreed last week to give them another \$104 million. But Saskatchewan Agriculture Minister Clay Soltes was unapologetic: "We're not capable of doing that without taking the province into debt." The forecast, meanwhile, is for more dry, hot weather. "This drought keeps getting bigger," said Fortin. "The best guess is the people."

or creating a better image for itself after recent revelations linked it to Colombian FARC rebels. The group is also suspected of being behind a break-in at a top-security police station in Belfast in March and an upsurge in street violence.

Shaking out Seagal

In a case of life imitating art, mobsters associated with New York City's Gambino crime family tried to shake down tough-guy actor Steven Seagal while he was in Toronto shooting a film. According to evidence emerging in the trial of a Gambino

crime family member in New York, Seagal was threatened by four alleged mobsters who visited him while he was filming the movie *Out of Bounds* in August, 2000. As well, according to wiretapped conversations, the actor's long-time producer Julian Nasso took part in demanding that Seagal pay US\$150,000 to the mob for each movie he made. Seagal was so shaken, investigators said, that he allegedly paid \$750,000 to the mob.

Take a pill

Grabbing a mega-cargor isn't easy in the current financial climate, just ask Pfizer Inc., the world's largest drug company, which said it will buy rival Pharmacia Corp. in an all-stock deal worth US\$60 billion. Within a day of the announcement, the stock of Pfizer, which sells Viagra and Lipitor, dropped so sharply the deal was worth only \$35 billion. Analysts worry that Pharmacia, maker of Celebrex, does not have enough major new drugs in the pipeline to justify the price.

Markets | Yin and yang

Time the good news—the Bank of Canada downed the Canadian economy so strong it boosted its key lending rate by one quarter of a percentage point to 2.75 per cent. Then regulators announced the creation of the Canadian Public Accountability Board to oversee and discipline auditors. Starting in October, the new board will tighten up accounting rules and force firms to regularly switch auditors. But there was enough bad news to keep the markets down. Toronto-based electronics manufacturer Celestica Inc. announced up to 6,000 layoffs, while banner-down Nord Networks Corp. is facing a class-action lawsuit alleging it overstated the company's sales.

Governments' addiction

In 1992, lotteries, casinos and video lottery terminals earned federal and provincial governments \$2.7 billion. By 2001, that amount had soared to more than \$10.7 billion—\$6 billion of which was pure profit. On average, every adult in Canada spends \$424 on government-run gambling.

An early election call

Turkish Prime Minister Bülent Ecevit agreed to hold elections on Nov. 3, some 18 months earlier than scheduled. The move

appears to have blunted calls for Ecevit, who has seen nearly half of the legislators from his Democratic Left Party resign in recent weeks, to step down. His governing coalition is divided over whether Turkey should move forward with reforms aimed at joining entry into the European Union, a process many consider vital to the country's economic recovery.

Cop changed in beating

Jeremy Mann, the white Ingelwood, Calif., policeman videotaped on July 6 beating a black youth, pleaded not guilty to "assault under the color of authority," a felony charge that applies to law enforcement officials. On the videotape made by a bystander, Mann is shown slapping 16-year-old Donovan Jackson onto a squad car and punching him in the face with his fist. Mann's lawyer said the incident amounted to "unreasonable force" under the crown statute. Police had stopped Jackson and his father because the car they were in had expired tags.

Crime | On the uptick

For the first time in a decade, the Canadian crime rate is up—by 1.1 per cent—to stand at 24 million Criminal Code incidents last year (excluding traffic offenses). That works out to 74,742 crimes per 100,000 citizens. While the homicide rate was stable and all other major crimes dropped by seven per cent, Statistics Canada reports that robbery, theft, bad vehicle and mischief all drove rates up in 2001. And after 20 years of decline, the rate of impaired driving increased by seven per cent.

Interestingly, some of Canada's largest cities were not among the 10 large urban areas with the highest crime rates for 2001. Calgary finished 12th, Montreal 14th, Ottawa 20th and Toronto 24th. The Top 10:

CITY/RANK	CRIME RATE PER 100,000 CITIZENS	ANNUAL % CHANGE
1. Regina	26,392	
2. Saskatoon	21,340	
3. Vancouver	21,314	
4. Winnipeg	20,917	
5. Victoria	19,059	
6. Halifax	18,236	
7. Edmonton	17,522	
8. Thunder Bay, Ont.	16,919	
9. London, Ont.	16,871	
10. Calgary, Alta.	15,515	

SOURCE: STATISTICS CANADA

Passages

FREE Ontario's Hydrex One has removed president and CEO Eleanor Clithero from her position, citing concerns about "inappropriate behaviour at the most senior level," including using government connections to remove her home and abusing her car service and credit card. Clithero, 48, who earned more than \$2.2 million last year, insists that all of her benefits were approved by Hydrex One. Tom Parkinson, an accountant and business strategist, has been appointed as Clithero's proxy.

CHARGED NBA star Allen Iverson, 27, surrendered to police last week after being charged with assault, threat, criminal mischief, conspiracy and gun offences. The Philadelphia 76ers guard is accused



of throwing his wife, Tawana, out of their home and then forcing his way into a cousin's apartment with a gun looking for her (person was released on \$10,000 unsecured bail).

REB In 1972, Louis L'Abrie helped launch a public sector strike at Quebec that effectively shut down the provincial government, earning a sentence of 12 months behind bars, though he only served five months. For 27 years, he was president of the Quebec Federation of Labour. L'Abrie, 73, died of a heart attack at his home northwest of Montreal.

ANNOUNCED Calgary architect Marc Boivin, 38, won the Prix de Rome for contemporary architecture. The \$14,000 Canada Council for the Arts prize is awarded to a contemporary designer who shows exceptional talent. Boivin, who teaches at the University of Calgary, will live in Rome for up to a year, studying the city's public spaces and water infrastructure.

CONFIRMED A public inquiry has reported that Harold Shipman, the 56-year-old British family doctor convicted in January, 2000, of murdering 15 elderly female patients by injecting them with heroin, is behind a total of 215 patient deaths. There appeared to be no direct motive.

MAPPING THE FACE OF CANADA

CANADA
37.6

CHANGE FROM ONE IN 10 YEARS
27.6
MIDIAN AGE OF THE
POPULATION IN 2011 (IN YEARS)
SEXED RATIO: 104.6
NUMBER OF MALES PER 100 FEMALES



MIDDLE AGE BULGE

Canada's age grows and their percentage change since 1991



SOURCE: STATISTICS CANADA

MORE GREY HAIR

Median age of Canada



GENERATION GAP

Median age of the population in municipalities of 5,000 or more

THE YOUNGEST	
Windsor, Ont.	33.0
Yonkers, Ont.	32.5
Windsor, Ont.	32.4
Windsor, Ont.	32.2
Windsor, Ont.	32.1
THE OLDEST	
Quebec, Ont.	38.1
Windsor, Ont.	38.0
Windsor, Ont.	38.0
Windsor, Ont.	38.0
Windsor, Ont.	38.0

Census | Counting Canadians

No wonder hair colour products seem to be taking over more and more pharmacy shelves—Canadians are getting older and their hair greyer. According to the 2006 census data Statistics Canada released last week, the median age of Canada's population is at the all-time high of 37.6 years (Median age is the point where exactly one

half of the population is younger, the other half older.) The jump of 2.3 years since 1996 is the largest in a century. Why? The birth rate is declining, baby boomers are aging and nations are living longer. And the aging trend will continue. By 2011, nearly one-third of the population will be between 45 and 64 years while the number of those aged 65 or older are projected to increase by 43 per cent. The census

release is also a measure more of arcane stats, where else could you learn that those born in 1903—and there are 3,792 of them still alive today—had only a one-per-cent chance of living to their second century. But more important, the myriad facts and figures will help governments plan where and how to deliver social services. And, re-birth, help marketers figure out which products to push.

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GOD'S NEXT SERVANT

Pope John Paul II is frail and ailing. Who will be the next person to head the Roman Catholic Church?

IT WAS A BUSY SUNDAY even by papal standards. On June 16, in the presence of more than 100,000 people in St. Peter's Square in Rome, John Paul II, Servant of the Servants of God, Primate of Italy and Patriarch of the West, presided at the canonization or "sainthood" ceremony of the highly popular Capuchin friar, Padre Pio

di Pietrelcina. Large screens were set up along the Via della Conciliazione—the impressive artery built by fascist dictator Benito Mussolini—so that the faithful could watch the ceremony. They witnessed the love the Pope has for Padre Pio, who died in 1968, but they could also see a man applied by pain and frustrated by the immo-

Cardinals gathered in the Vatican's Sistine Chapel in 1983 to elect Pius II as pontiff.

bility brought on by Parkinson's disease. With every display of ill health, speculation increases about how much longer he can perform his duties, which include his week-long trip, beginning on July 25, to Canada to attend World Youth Day festivities in Toronto. And as the debate over his health grows, so does the intrigue surrounding the politics of succession, which will eventually culminate with the cardinals who are eligible to vote (those under 80 years of age) gathering in a conclave to elect a new pontiff. The cardinals won't tip their hands as to whom they are supporting. That is another Vatican expertise—franciscologists—to ponder who the new pope might be, and they are now working overtime. Among them is Robert Mickens, Vatican correspondent for the respected British Catholic weekly *The Tablet*. Mickens is a former student of the Pontifical Gregorian University—the premier institution of its kind in Rome—and he spent a decade as a correspondent for Vatican Radio. Among the outsiders' crop of papabile—those who are "popeable"—Mickens believes the leading candidates are Walter Kasper, 68, former bishop of Rottenburg-Stuttgart and now Rome's chief economist and a leading theologian; Godfried Danneberg, 69, the primate of Belgium and an erudite intellectual; and Roger Schwagerl, 79, a noted French medievalist with a strong record of pastoral and diplomatic achievements, and close ties to John Paul.

Kasper's strong evangelical credentials and willingness to debate theological issues in public have raised his profile and made him a push and open presence in the conclave of the Vatican. For months he has debated a controversial issue—giving more power to local dioceses—candidly at the press with Joseph Cardinal Ratzinger, the head of the Supreme Congregation, once known as the Holy Office of the Inquisition and now functioning under the less intimidating moniker of the Congregation for the Doctrine of the Faith.

Danneberg has held several important positions in the Church and is also outspoken. In fact, 18 months ago, his ardent internationalist attention when he sold a meeting of Roman Catholic university and

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colleagues in Washington that there were no serious intellectuals among the more than 300 bishops in the United States. The obvious candidate John Paul's penchant for appointing career lawyers, secretary execs and churchy officials to positions of pastoral stewardship was causing a heavy price on the Church.

As the Pope's troubleshooter, Eschwege has been dispatched to handle delicate but incendiary political and religious issues all over the world, including the standoff between Israeli forces and Palestinian fighters at the Church of the Nativity in Bethlehem in May. His age does seriously complicate his eligibility, however, although the next pope is likely to be considerably older than 55, the age John Paul was at the time of his election in October, 1978.

If the three have one drawback, it is that they are European. Many observers of the Vatican scene and the politics of papal election point to the declining demographics of Catholic Europe and the ascendancy of the Third World. John Paul (Karol Wojtyła) was the first non-Italian pope in more than 450 years, and the cardinals may think it time to move beyond the boundaries of Europe in their search.

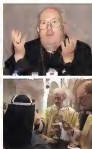
Another Vatican specialist, John L. Allen Jr., author of *Cardinals: The Politics, Personality and Power of the Next Papal Election*, has 20 future runners on his short list. According to Allen, who is also Vatican

correspondent for the Kansas City-based progressive weekly the *National Catholic Register*, Giovanni Benetti Cardinal, 88, of Italy, and Claudio Hummes, 67, Cardinal Archbishop of São Paulo, Brazil, are definite contenders, along with the formidable Donato Cossato of Brazil.

It was for many years the *assistant-substitute*—the official in the Vatican's Secretariat of State with immediate responsibility for the day-to-day management of general affairs, and he is the *consequence* insider. If the cardinals are looking for a bureaucrat perfectly at home with the ways of Vatican governance and diplomacy, for a third man.

Hummes, head of what is possibly the most populous Catholic diocese in Latin America, is the controversial successor of the immensely popular Cardinal Paulo Rivera dos Santos, a popular figure who headed not only with the growth of the Brazilian dictatorship between 1964 and 1985, but also Rome. Since Arnaldo's retirement in 1996, Hummes has walked a tightrope, balancing between the Vatican's wish that he fully realized tendencies in the Brazilian Church, and his own sympathy for the impoverished masses.

Other non-European cardinals who could emerge as the next pope include Norberto Rivera Carrera, 60, of Mexico (conservative doctrinally but a social critic who is keen on political and economic reform), Oscar Andrés Rodríguez



Pope John Paul embraces Kasper at the Vatican's Oratory, Giovanni Benetti, Eschwege (bottom) giving communion to the faithful.

Martínez, 59, of Honduras (media savvy, telegraphic and the favorite of Latin American priests), Nicolás de Jesús López Rodríguez, 63, of the Dominican Republic (much favored by some members of the papal household), Cardinal Darío Castrillón Hoyos of Colombia, 73 (responsible for the important Congregation for the Clergy, he has the ear of the pontiff), and Cardinal Jaime Lucas Ortega y Alamano, 68, of Cuba (a skilled diplomat and the only papal pontiff with a Canadian connection—a Montreal education).

No serious contenders have emerged from the United States or Canada. There was a flurry of interest in the prospects of Cardinal Jean Claude Turvé, 66, of Montreal a few years ago, but he has not resurfaced on anyone's list since. But as Allen knows, the sometimes maddening, every and tangled world that is the Vatican can be very political indeed, and sometimes with few ceremonies. "Which leads to the old saying—"he who enters the conclave a pope, exits a cardinal."

Michael M. Higgins, a Montreal author, commentator and co-author of *Pope and Politics: The Catholic Church in the 21st Century*, is a professor at the University of Montreal, Que.

FOULING OUR CITIES

Garbage, sewage, traffic, smog—they're getting worse and it's time to clean up our act

THEY'RE HOME To eight out of 10 Canadians. They're the country's economic engine and a source of national pride. Yet they are arguably the least understood, least financed and least cared for resource in Canada. We are talking, of course, about Canada's coast, once the jewels of North America, praised as safe, clean and efficient. Now, while not exactly urban cyclones on a par with Mexico City or Camden, N.J., they're hardly the show cases they once were. The air we breathe, the transit systems, the roads and sewers, the urban waterways—the elements that make it possible to work, play and thrive in our cities—are under enormous stress. We know that, and yet the situation just worsens. "The trend lines are all negative," says James Knight, chief executive officer of the Federation of Canadian Municipalities. "We could be descending into the kind of problems that afflicted American cities two decades ago."

Like some toxic dust, those problems have been settling slowly. Blame the tight money decade of the '90s. When senior governments began downsizing responsibilities to improve their bottom lines, cities, being at the end of the pipeline, were stuck with paying for greater services with no commensurate increase in revenues. All they could do was complain, and postpone the upkeep and improvements they couldn't afford. Over the past decade, few Canadian cities have had the resources to do any thing but emergency maintenance. Mostly, they've stood by as sewage and water treatment facilities deteriorated, potholes proliferated, bridges went into



PHOTOGRAPH BY DAVID CHASE

SEWAGE | CLEANING UP THE HARBOUR HAS A DOWNSIDE

COUNT ST. JOHN'S, Nfld., and Victoria among Canadian cities that dump untreated sewage into the sea, Count Halifax is one of the leaders in sheer volume. Every day, the municipal region—including Dartmouth and some smaller neighbours—sends 150 million litres of smelly, smoggy waste, enough to fill 33 Olympic-sized swimming pools, straight into Halifax Harbour. Cleanup plans have floundered along for decades due to a lack of funding and political will. But lately the tide has turned—perhaps.

Last December, the regional municipality picked a French-led consortium to build and operate three plants to collect and purify sewage water. The region agreed to put up \$210 million of the \$355-million price tag, but wants the other levels of government to share the rest. Deputy Prime Minister John Manley—also minister of infrastructure—says he'd like to see federal dollars in the project. The Nova Scotia government—only strapped but with a provincial election looming—is also making positive noises. Once both are up, one of the largest harbour cleanups in Canadian history could be underway.

Two of the communities where facilities will be located—in Dartmouth and in Herring Cove, south of Halifax—couldn't be more supportive. But in the North End, a struggling neighbourhood abutting downtown Halifax, the benefits of living next door to a wastewater treatment plant are less obvious. A campaign led by the Nova Scotia Human Rights Commission claims the plant placement discriminates against locals in the lack of choice and—given the North End's large black population—racism.

Not so, says Mike Labrecque, who manages the project for the municipality. The location got the green light because acquiring rights to put the plant at another site would have cost \$15 million more. Besides, Labrecque insists, given the plant's up-to-date design, concerns about odour and noise are misplaced. "This is going to enhance, not hurt the community," he says. Most of Halifax seems to agree the facility should go ahead. Community sanctuaries, however, might yet see that the harbour cleanup is put on hold once again.

JOHN BURKART

The political will, and money, may be in place to stop dumping raw waste in Halifax

trailed and urban insect systems aged.

Meanwhile, rural Canadians and immigrants kept flocking to urban centres. According to the 2000 census, 80 per cent of Canadians live in communities of 10,000 and more. Our 10 biggest cities now hold more than half the population—53 per cent. But municipal revenues haven't come close to keeping pace with the growth. "Something has had to give," says Knight, "and something is giving."

What's giving are the examples, these ineffable, hard-to-quantify things that make up what we call the urban environment. Each city has its own tale of woe. In Halifax, any tale of environmental degradation quickly turns to the muck, tar-like oil that came to greet tourists on any summer day in the coastal city's scenic harbour. After years of studies and plans for a modern sewage treatment system, Halifax continues to use its main attraction—the sea—as a depository for untreated sewage. In Ottawa, it's something as ordinary as morning and afternoon traffic snails. Not so long ago, the capital's residents bragged they could get from one end of the city to the other in less than 15 minutes. Now in peak hours, the Queenway, the city's only east-west highway, turns into a parking lot. Commuting times have doubled or even tripled.

In Calgary, it's urban sprawl. Locals joke that unknown forces are constantly moving the "City Limits" signs outward. No wonder. The latest census shows Calgary's population—905,000 and counting—increased by nearly 20,000 in the year ending in April, with 30,000 of the growth in the suburbs, where the vast majority of the city's 12,000 new homes built in that period have risen. Struggling to keep up with the demands of new commuters, Calgary recently launched a borrowing program to finance \$1 billion in road construction over the next five years. How big is the issue? A city survey last year found that 64 per cent of Calgaryans were concerned about road maintenance (42 per cent) and traffic (41 per cent) when choosing a (14 per cent) or health care (12 per cent). "Although this growth provides many job opportunities," observes Mayor David Brazeal, "it also presents many challenges."

In Toronto, Canada's largest metro polis by far, it's been a while since be-



SMOG | JUST WHEN YOU THOUGHT IT WAS SAFE TO BREATHE

ON GOOD AIR DAYS in B.C.'s Fraser Valley, to the east of Vancouver, Mount Baker looms across the border in Washington State like a magnificent white snow-capped, 10,000-foot peak. Baker takes on a polluted look as prevailing winds trap the foul breath of the urbanized West Coast against a wall of mountains. On the worst summer days, its snow-covered peak vanishes, giving the disconcerting illusion of a haze too thick to topple a mountain.

Baker returns to the horizon when the weather changes or the wind shifts. But for over 100,000 people living in Abbotsford, Chilliwack, Mission and the other communities in one of Canada's threatened airsheds, the view is, quite literally, breathtaking. It's not just a local problem. Reach the top of the Ok Tower during Toronto's smog days this summer and the scene is similar—a yellowish haze that has environmentalists there

demanding action against emissions from coal-fired power plants.

By some measures, Fraser Valley air quality has stabilized, even improved, in the past decade, due to curbs on industrial pollution, expanded mass transit, cleaner automobiles and B.C.'s AirCare vehicle emission trading program. Conversely, many fear the biggest threat is yet to come—a gas fleet, 600 new diesel power plants proposed for a site less than a kilometre across the U.S. border from Abbotsford.

We're starting to pay the price of what previous generations decided they didn't want to pay for."

How far have Canada's cities fallen? The answer isn't clear. Certainly there's been a deterioration in the quality of life, say experts. Take air pollution. The good news is that, statistically, the air we breathe is

a generating plant just over the U.S. border could only worsen the Fraser Valley's air.

The site is still an empty field in the tiny U.S. border town of Sumas, but the Nexus Energy 2 project, by Washington's National Energy Systems Co., is already generating heat. Proponents of the plant, which would burn Canadian natural gas, argue it's needed to meet the energy needs of the U.S. West Coast, lighting the equivalent of 660,000 homes. Opponents on both sides of the border say valley residents will choke on the exhaust of a plant used to power California air conditioners and Oregon big-screen TVs. That threat has thrust Abbotsford city councillor Patricia West into the unfamiliar world of international affairs. "This has put our communities like nothing before," she says. The opposition is an unlikely coalition of business leaders, environmentalists, health officials and politicians.

National Energy lost its first attempt for approval from state regulators, but won in May with a revised proposal after a lobby campaign and contentious public hearings. The plant, says Jim Luce, chairman of the state's Energy Facility Site Evaluation Council, "sets a new standard of excellence for the protection of the environment and the public interest." But B.C. Premier Gordon Campbell wants the plan vetted by Washington Gov. Gary Locke, who has until Aug. 22 to decide. "The archipelago," Campbell wrote Locke in May, "already has air quality levels on many days that cause significant concern because of our growing understanding of the health effects of pollutants such as fine particles and ozone."

A recent report for the South Fraser Health Region concludes that air quality there and in the rest of the Lower Mainland is better than in major cities in the western U.S. That, in part, is B.C.'s payoff for investing billions in transit and emission trading. Looking across a Washington field, Ross wonders those advances will be hit-to-was as easily as Mount Baker on a hot summer's day.

KEVIN MAQUINN

1971—sulphur dioxide by 82 per cent, carbon monoxide by 81 per cent and nitrogen dioxide by 23 per cent—despite enormous population growth. But—and for the typical resident, it's a big but—on many a scraggy summer day, the evidence suggests otherwise. Michael Hancock, former Vancouver mayor and British Columbia premier, now a member of the National Round Table on the Environment and the Economy, flew to Toronto recently. "There was a haze around the city like it was Mexico City," he says. "When I got into a taxi and I was in gridlock."

One reason the numbers may not reflect what people see, says Quentin Choiron, an program director for the environmental lobby group Pollution Probe, is the time frame used by the ministry. "A lot of the improvement happened 30 and 20 years ago," he says. "In the last 10 years, the numbers are pretty flat." In some cases, they've gotten worse. Last summer, the Ontario ministry issued 23 smog alerts—when pollutants posed a health hazard—in just seven days. That's the highest concentration since 1993, Choiron notes. According to Environment Canada, about 5,000 people die each year from air pollution, primarily children with asthma and the elderly with respiratory and cardiac conditions. "Some we have cleaner burning cars," says Choiron, "but we've got more of them, we've got SUVs and truck traffic has increased."

And despite innovations like car pooling, more people are travelling farther in their cars than ever before. The Ontario ministry estimates that the total distance all vehicles travel in the province has grown by 87 per cent since 1971, far more than the 53-per-cent rise in population. It's the same story elsewhere as traffic congestion plagues ever more Canadian cities. That not only diminishes the quality of life, but it also has economic consequences through lost productivity. Congestion slows the delivery of goods across the borders, across Canada and within urban centers. What is also clear, notes Hancock, is that people who are stuck in traffic, or take sick days because of pollution, aren't at work.

The most visible sign of urban rot can be found in what planners call brownfields. Practically every city has them—areas of unused urban land, much of

it contaminated by former industries. Toronto has the iconic waterfront. Ottawa has LeBreton Flats, a large, polluted tract west of Parliament Hill that has sat empty for almost 40 years. There are about 3,000 brownfields all told across Canada, the Ottawa-based Round Table estimates. Its president, David McGuire, says city managers should view them as an opportunity rather than a liability. Developing inner-city spaces would attract people to the core, thereby helping to alleviate the problems associated with urban sprawl. "We're losing valuable agricultural land to development," he says, while prime real estate that could absorb population growth lies ignored.

That strategy has worked wonders for Vancouver, often cited as one of the most livable cities in the world. Harcourt recalls when he was first elected to city council in 1992, he and other reformers were faced with a zoning regulation that banned residential construction in the city's central business district. The four-decade-old zoning restriction was based on a model that was all the rage in the United States—locate business in the core and people in the suburbs. Then have them drive their cars between the two.

In retrospect, the philosophy made no sense. It produced cities of soulless glass towers that, braced with struts by day, then reverted to empty shells at night. Inner-city neighbourhoods deteriorated into ghettos of poverty and crime. "We decided we needed to revitalise the downtown and develop the brownfields," he says. "By doing so, we have added about 30,000 new people to the inner city." Vancouver also invested in urban transit, dedicated left- and right-turn lanes, synchronized traffic lights and other commuting innovations. And while the city has no share of problems—rush-hour traffic jams and smog among them—it is often cited as an example for others to emulate. "We're one of the few big cities without a major highway dissecting it," says Harcourt, "and that's made Vancouver a much better place to live."

If there's one area where Canadian cities can grow about getting it right, it's their drinking water. City dwellers, the experts say, should feel free to drink straight from the tap. Almost all of Cana-

GARBAGE | WHEN THERE'S NOWHERE LEFT TO DUMP IT

CANDY WRAPPERS, newspapers and cigarette packages careening through neighbourhoods. Muggot-ridden piles of garbage bags seeping across sidewalks, emitting a nauseating stench. That was Toronto's face to the world during a 16-day strike until the province legislated garbage collectors back to work on July 11. Did the sights and smells make Torontonians uneasy about their material ways? Not likely—most just wanted someone to get rid of the mess. But city planners understand—better late than never—that the days of extravagant garbage production are gone. The reason is of January, Canada's largest city won't have anywhere nearby to dump its refuse.

At the 20-year-old Kettle Valley Landfill Site, just north of Toronto, heaps of garbage tower 10 stories above the ground. It's full, and the province is shutting down. A plan to solve the dilemma by shipping the city's stink 600 km north by rail to an abandoned iron-ore mine near Kirkland Lake, devised when the city and the dump's prospective operator couldn't reach agreement. So starting next year, Toronto will truck its garbage, about a million tonnes a year, to a dump in Michigan. That's about 130 packed transport trucks making the 13-hour round trip down busy Highway 401, through populous Southwestern Ontario, each day. It's a stopgap, in place until 2005, while more creative solutions are in the making. The dump closure, says Geoff Hutchinson, director of policy and planning with Toronto's division of solid-waste management, "is causing us to rethink how we manage garbage."

In September, the city will start phasing in a curbside recycling program for organic materials, including food scraps, diapers and animal waste and litter. Also under consideration are more limits on the number of bags a household can put out for collection each week—perhaps one a charge for every bag. It's all part of an ambitious program to completely eliminate shipments to landfills west by 2010. But Toronto has taken too long to react, says Jack Layton, a city councillor on the verge of announcing he can deliver this week for the leadership of the federal New Democrats. "It's as though we have this attitude that our people are other really stupid," he says, "or the system is so



complicated because it's such a big city."

Edmonton already composts extensively. And Halifax, where workers screen garbage heading for the landfill to remove what they can, provides what Layton calls the best model for reducing waste in the world. Toronto can also look to Montreal for an example of reuse centres, where residents

can take unwanted furniture, appliances, electronic and sports equipment, clothing and more, for sale at a nominal fee.

The Ontario government has stepped in, too, collecting fees from manufacturers to pay for half the recycling costs. And Toronto is testing new technologies, possibly publicizing—beating waste to liberate com-

The busy Toronto skyline looms beyond the Kettle Valley dump—filled to the brim.

posting waste, which can then be used as energy. But no matter how high-tech, that would likely raise a powerful stink—politically, at least—wherever it was located.

DAVID HANDEL/ASA

d's water disasters—most famously in Williams, Ont., and North Bendford, Sask.—have happened in rural communities. Although every system can be improved, Hans Peterson, executive director of the Saskatoon-based Safe Drinking Water Foundation, says tap water in Canada chert for purposes federal quality guidelines. That's because there's long ago invested in the facilities and expertise needed to react to pandemic outbreaks and other potential risks that could overwhelm smaller jurisdictions. "I would say in every city, I have no concerns about drinking the water," says Peterson. "I can't say that about rural communities."

Even so, some cities may be guilty of resting on their laurels. In 1996, the Round Table reported that most hadn't updated their water treatment and sewage disposal systems since the 1960s or early '70s. The situation hasn't changed much since then, says McGuire. The report estimated that maintaining and refurbishing water and waste water facilities will require anywhere from \$30 billion to \$40 billion by the year 2005. New infrastructure demands will add another \$40 billion to the bill, the report added. "Right now I trust the water," says McGuire, "but the well isn't at the door."

Despite these mounting problems, the outlook really is not all bleak for Canadian cities. They still have a lot going for them. Many have well-developed and well-maintained green spaces. The urban blight that afflicts many U.S. cities is largely unknown in Canada, as downtown remains free of security infrastructure, muggings, or quality traffic—they're all in trouble, but they're yet to deteriorate alarmingly. Coombe quotes Bob Dylan: "It's not dark yet, but it's getting there."

Most encouraging, says Crombie, is that Canada's cities at last are getting some attention and their importance is being acknowledged. Former federal finance minister Paul Martin has made a new funding arrangement for cities a central plank in his unofficial campaign for the Liberal leadership. Even though Ottawa has yet to offer significant help, Transport Minister David Collier can credibly say more money has to be allocated to cities. One way to accomplish that, he told city planners at a Toronto gathering on municipal issues, would be to cut-



PESTICIDES | COMMUNITIES PUT A LID ON LAWN SPRAYS

THIRTY YEARS AGO, John Sankey was a lonely voice, warning of dangers lurking in the perfectly manicured lawn. Now he has an army around him, from environmental lobbyists to local politicians and concerned parents of young children. Their campaign against the cosmetic use of lawn chemicals is spreading, well, like dandelions, and even the pesticide lobby appears to be saying, "We can't kill it, we can only hope to contain it." Sankey, a physicist who retired from the National Research Council in Ottawa five years ago, looks forward to the nation's capital becoming the next big prize for the anti-pesticide movement, joining dozens of cities, most notably, precedent-setting Halifax, Que., and Halifax, in at least partial by banning lawn care. But first, nationwide

winning won't be easy. "It took many years to get results on tobacco," Sankey notes, "even after it was known to be a carcinogen."

The health risks of pesticides are less clear-cut. But there is plenty of anecdotal evidence that they make at least some people ill. Barbara Lohmer, president of the Ottawa branch of the Allergy and Environmental Health Association, says she, like about 300 local members, suffers whenever a neighbour uses lawn chemicals. "Pesticide flu," she calls it. "I get a sore throat, achy joints and fatigue," says Lohmer. "I have to close the windows for a couple of days until it goes away."

With all this evidence, local scientific organizations, anti-pesticide activists are winning the battle in the public and political arenas.

Just a tail from homeowners driving into the city core. "You can only bring in so many cars at a time," he said. "I'm firmly of the view that within a number of years, Toronto's going to have to look at dust, at least for the core." Another idea being floated is going across a slice of gasoline taxes now going exclusively to Ottawa and the provinces.

Most city experts are in agreement about what needs to be done. The only question, they say, is whether there is sufficient will and, by extension, money to do

the job. The fundamental flaw are well known. Develop underfunded city funds to bring economic activity and people back to the core. Invest in urban transit to lighten congestion and, by extension, clear the air. Repair crumbling infrastructure—water treatment and sewage facilities, bridges, roads.

But it's also time for some novel approaches to encouraging good environmental practices. Why, for instance, are firms allowed to claim a tax break for giving employees free parking, but not for

Ottawa could be one of the next to restrict the cosmetic use of bug and weed killers

renting a legal challenge by the lawn-spray companies, the Supreme Court of Canada upheld Hudson's last year, clearing the way for other municipalities to pass similar laws. In Ottawa, council has approved a \$480,000 public education campaign against spraying chemicals on lawns and gardens and restricted their use in public parks and schoolyards. Now, councillor Alex Collier anticipates that a general ban, allowing few exceptions, will be approved by Ottawa council this fall and go into effect in the spring.

From Corner Brook, Nfld., through Toronto and London, Ont., to Victoria, communities are joining the anti-pesticide bandwagon. "Five years ago, I used to get calls from people asking how to tell their neighbours to stop spraying," says Angela Rickman, an anti-pesticide advocate for the Sierra Club of Canada in Ottawa. "Now I'm getting calls from city councillors." The local argument against cosmetic use of pesticides, she says, may simply be that since they're not essential, "why take the chance" that they'll cause health problems.

Against this onslaught, lawn-care firms appear helpless. Properly applied, pesticides pose no unacceptable risk, states Thom Bourne, president of the Nurol-Lawn franchise in Ottawa. Besides, they've been approved for use by government regulatory agencies. Still, Nurol-Lawn and some other lawn care operations, while saying that business is still good, are offering a pesticide-free, organic alternative to their regular service. So far, though, it's not a big seller—about 10 per cent of his business, Bourne says. "It costs more," he adds, "and it's not as effective." But like Sankey three decades ago, Bourne is beginning to sound like a lone voice in the wilderness. **JULIAN BELTRAME**

handing out free transit passes? Efforts to improve the urban environment will not only make life more pleasant in our cities, they will increase Canada's competitive advantage. "We're in the urban century," Colville explains. "The country with the best cities will win." And Canadians may once again be able to boast of residing in some of the cleanest, safest, most livable cities in the world. **W**

With Bruce Irving in Calgary and John DeWard in Halifax

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RAMALLAH REVELATIONS

A Canadian Jew, visiting the West Bank, speaks out for the Palestinians

"MY FAVOURITE MOVIE is *Life as a Housewife*," Refaat Sabbah tells me. "I love the way the hero protects his son from the experience of the concentration camp. I try to protect my children from the horrors around us too," he adds with a gentle smile. "I notice my daughter doesn't draw guns and tanks."

We are sitting in a covered porch in his modest home in a downtown Ramallah neighbourhood. The night before, Israeli troops nearly destroyed Yasser Arafat's compound nearby. Refaat and his wife Soraida were up all night. The shelling began at 2 a.m. and continued until 6 a.m. The children—a girl, nine, and a boy, four, slept through it. Not so the little girl next door, who has been crying ever since.

This is life in Ramallah, the administrative capital of the Palestinian territories. Refaat is the founder and head of the Teacher Creativity Center here, and Soraida works with women's groups. They are intelligent, charming, and passionate about life. Like many activists I meet here, they are remarkably without hatred or bitterness. Sabbah tells me that he tries to avoid crossing the checkpoints that surround Ramallah so that he won't get too angry with the Israelis.

I am in Palestine. Even the train makes me a little uncomfortable—I am Jewish, born and bred. I went to Hebrew school. My first lesson for equality was no less on having a bat mitzvah in my 13th year. In those days, only boys had the coming-of-age ceremony. My father was a major fundraiser for the United Jewish Appeal, with most of the money going to Israel. Israel is supposed to be my homeland.

I went to the Palestinian territories recently as part of a fast-flating trip organized by Alternatives, a Montreal-based organization with a history of 26 years of work with groups in Israel and Palestine. I accepted the invitation because I had become increasingly disturbed by the

Israeli occupation of the territories, and the waning support for Israel by Canada's organized Jewish community.

What I saw was both deeply disturbing and strangely inspiring. The occupation came from people I met on both sides of the Israeli-Palestinian divide. I was already aware of the brave people of the Israeli peace movement who stand up against the Israeli occupation of Palestinian land, land that Israel agreed to withdraw from under the Oslo accords. What I didn't know was that there is a strong, growing movement of activists in the Palestinian territories who call themselves the democratic opposition. Most work through the non-governmental organizations that provide what is left of social services in the Palestinian territories. Like Refaat and Soraida, these are compassionate people with a strong commitment to democracy, equality and peace. As one told me, "I only wish the Israelis realized that their best hope of security is a strong Palestinian state. The rest of the Arab world hates them, we don't—we know them, they are our neighbours."

While the outside media rarely mention the democratic opposition, their popularity in Palestine is growing, and some plan to run for office in the coming elections early in the new year. The most prominent figure among the democratic opposition is Dr. Mustafa Barghouti, a journalist of the Union of Palestinian Medical Relief Committees. "What we are witnessing," he argues, "is an occupation of the West Bank—the same process as in 1948 when the state of Israel was founded

on previously Palestinian land. This is a war of settlements, and the ultimate goal is to annex the West Bank. The current struggle," he added, "will decide if there will be two independent states—local and Palestine—or one apartheid state of Israel."

Barghouti's words have echoed at my head since my return to Canada, as the Israeli aggression has stepped up. While there, I saw the series of checkpoints as a new Berlin Wall in the making. Now, they're building the wall.

Visiting the West Bank is a frustrating experience because of the checkpoints, while living there seems almost impossible. On the first day that we visited Ramallah, the checkpoint on the road linking the city with Jerusalem closed at about 4 p.m. The scene we observed while waiting for the bus to take us back to Jerusalem was not unusual. Palestinians waiting in Jerusalem and living in Ramallah couldn't get home, so frustration grew as the afternoon wore on. A few walked forward to speak with the guards, and no one would leave, despite orders to do so from the soldiers. Then, the soldiers fired tear gas to disperse them.

A few hours, when I had seen earlier gathering riots, started throwing them at the soldiers. That's when the soldiers started shooting. People ran in all directions. "Come, come," one yelled. He waved us as to take refuge behind a car parked nearby. We weren't frightened because it seemed impossible that they were using live ammunition—but they were.

As extraordinary as the experience was for us, it is a daily ritual here. According to Barghouti, these checkpoint closures are simply a method of harassing Palestinians, like the thousands of students at Birzeit University living in Ramallah who must cross a checkpoint twice—there and back—to get to school, walking more than a kilometre each way. The checkpoints divide the West Bank into 120 different areas. If you were to go from one area to

Sabbah at home with his son (right): Barghouti is prominent among the growing ranks of Palestinians who call themselves the democratic opposition.



the next, you cross a checkpoint. You never know if it will be open, and it's impossible to know how long you will wait. If you're sick, old or pregnant, you still wait. If you want to visit your aging parents in the next village, you need permission from the Israeli. "We cannot breathe," one woman said, jenned against us in the crowd at a checkpoint. "We cannot work, or take care of our families. They have taken away our lives."

In Canada, we hear much more about the horror of suicide bombings than about the killing of Palestinian civilians. According to the Palestinian Red Crescent Society, 1,599 Palestinians—85 per cent of them civilians—have been killed and 37,462 injured since September, 2000, when the second intifada began. In the same period, 563 Israelis have been killed and 3,545 injured, according to the Israeli Ministry of Foreign Affairs.

The suicide bombings, as terrible as they are, are not the reason for Israeli aggression in the Palestinian territories. The real reason is to prevent any expanding Israeli settlements. But the bombings do provide a moral and political justification for the occupation. The Israeli peace movement that was so powerful only a few years ago is now isolated, with 70 per cent of Israeli supporters the aggressive policies of Prime Minister Ariel Sharon.



Adnan Rafat is a Jewish activist from the peace group Gush Shalom. "It is very difficult," he told us. "Like all Israelis, I am afraid of the suicide bombings. Every day we live this fear, never knowing if our families are or will be victims. But what makes me different is that while I believe they are wrong, I understand that this is the only way Palestinians feel they can fight back against the terrible injustice being inflicted on them by my government."

The checkpoints, 24-hour curfews, mass arrests of adult males, closing schools, striking and bulldozing of houses, occupations of cities and refugee camps, and refusal to allow Palestinians to work in or trade with Israel, are all justified by the attempt to stop suicide bombings. Now, they're building a wall around the West Bank. What next?

My experience convinced me that Israeli aggression is simply plants the seeds for more suicide bombings. Everywhere we went were posters of "martyrs," both suicide bombers and young men going with machine guns who were killed resisting the Israeli invasion last April. In one refugee camp, young boys wore photos of the "martyrs" in headbands around their necks—like saint medals. "I am not afraid of the Israelis," Refaat Sabbah told me. "I am afraid that violence is becoming a positive moral value in our society."

And from that we will never recover."

All the activists we met oppose the suicide bombings, both morally and politically. But they are frustrated that no one in the outside world asks why so many young people are desperate enough to blow themselves up. The week after our visit, a large number of Palestinian intellectuals and activists made a public statement condemning suicide bombing and calling on extremist Palestinian groups, like Hamas and Islamic Jihad, to stop recruiting young people for these acts of terror.

The state of Israel is not in danger. The Palestinians have no army, and other Arab countries are not helping to their defence. Only Israel has the power to stop the escalating violence. Surely morality is not so short-sighted. Let us remember when they were a people without their own land or an army to defend them, and with a strong, proud identity and history of resisting persecution. What would most in my visit was how similar are the Palestinians and the Jews. One man in East Jerusalem asked me, "If you are Jewish, why don't you support the Israelis?" I responded that I couldn't accept that any people, who suffered for so many centuries, could turn around and persecute another people. There is no justice in that—and where there is no justice, there will be no peace. ■

'Now people see what the Jews have been going through'

The stabbing death of David Rosenberg, a 48-year-old Orthodox Jew, in Toronto on July 14 made headlines around the world. Hate crime or random act of violence? Police are still investigating. What is known, they say, is that Christopher Brown, 26, arrested one day after the killing and charged with first-degree murder, had been looking to buy drugs when he got into an argument with people at a kosher pizza parlor. Rosenberg, who was on the street helping his son fix his car, had been in the wrong place at the wrong time when the attack emerged, police said. Many in the Jewish community, however, remained convinced that Rosenberg was killed because he was Jewish. Among them was electrical technician Harel David, 21, who moved to

Canada from Israel 11 years ago. He was nice, becoming a Canadian citizen before returning to serve in the Israel Defense Forces from 1998 to 2005.



It was a hate-crime because people like him don't like the Jewish people, but it's good because now people see what the Jews have been going through. We never do anything back to anybody. Especially David Rosenberg. He never hurt anyone. He just came down to help his son and instead he got killed. You don't see Jewish people going around hurting others because they're not. Nazis or starbushes or Muslims or Arabs, do you? Not in Canada.

I feel less secure now in Toronto, but I'm used to it because I was born in Israel. I was in the Israeli army and came back two years ago. So I'm not really scared. And you know what? Canada is a good place to be a Jew. But if this kind of stuff is starting, then I don't think it is a good place. Why not? What did the Jewish people do to him?

With the murder being on the front page of all the papers, it's not good because the papers are making money off this. It's good for them, not good for us because we lost a very good guy. Is it not enough we lost six million? Now we lose one at a time. It came here specifically to pay my respects. I saw his picture in the news—I didn't know him, but even then, he's still a Jew. He has the same blood as I do. At



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AN OMINOUS SILENCE

Ottawa seems paralyzed when it comes to most serious cross-border issues

YOU KNOW that a government is in trouble when cautiousness pressures are looming, the think tanks are paralyzing with ideas on how to handle them—and the politicians have gone to ground. Welcome to Ottawa. On Oct. 1, the United States will put into operation its new military supercommand for North America, which will be making contingency plans for the entire continent. Canada already co-ordinates its defense with the U.S. through NORAD. So we must talk the U.S. if we can work together on this new Northern Command—which would extend the coordination to the navy and army?

Then there is two-way trade between the U.S. and Canada, which now amounts to \$1.7 billion a day. Should we deepen that relationship, removing further impediments, if only to safeguard our economic interests? If so, how? For that matter, despite official denials, are trade disputes somehow linked to defense issues? The silence from Ottawa is breathtaking. "We need to tackle the tough questions around Canada's future as an integrated North American economy," says David Zimmerman, president of the Public Policy Forum. "The issue is vital."

That traffic is moving across the border is a tribute to only one politician, Deputy Prime Minister John Manley, as chair of the Sept. 13 summit attack, as chairman of the cabinet public security committee. Manley worked with the bureaucracy to draft a proposal for border management—which Washington approved with few changes. Both Manley and U.S. Homeland Security Advisor Tom Ridge have maintained progress on that 30-point plan, which covers everything from border infrastructure to security co-operation.

Prescreened, low risk travelers using what amounts to an electronic passport will be whisking through many major border crossings by the end of the year. The two met will soon announce a schedule for the introduction of fast track clear-

ance for lower risk commercial shippers crossing the border by truck. In effect, Manley has established Ottawa's once-sporadic approach to those immediate border problems. "Much still needs to be done in terms of implementation," says Perin Berry, CEO of Canadian Manufacturers & Exporters. "But even prior to Sept. 13, the border was chafing on its own success. We are very pleased with the reforms."

But what about the longer-term strategy for the border? Ottawa has been eerily quiet. Liberal leaders say nothing that Jean Chrétien is far more preoccupied with his leadership than the nation's future. "The government is in a jamlock," says one. The bureaucracy is conducting detailed reviews of foreign, defense and international aid policy—but progress has reportedly been minimal. Anyway, the mission in those departments are new—so change is unlikely to happen soon.

The defense review, for one, may not even be completed in time for consideration on the next budget. In a bid to fill that vacuum, the Standing Senate Committee on National Security and Defence will likely call for Canada's participation in that new U.S. Northern Command in a September report—and it will name military issues in October. "The Americans look change," insists committee chairman Senator Colin Kenny. "A strong defence will have a good impact on softwood lumber. The American place so much value on defence and security that they will take our contribution into account."

"We need to tackle the tough questions around Canada's future in an integrated North American economy. The issue is vital."

when dealing with trade issues."

Meanwhile, the think tanks have been pumping out fascinating suggestions. For more than two years, the Public Policy Forum has been examining what deeper North American integration means for everything from the environment to energy. The Institute for Research on Public Policy is looking at the risks and benefits of military integration with the U.S. And the C.D. Howe Institute has launched an ambitious two-year series of "border papers" examining topics ranging from head office relocation to immigration.

Seller, the results are provocative. Wendy Dobson, director of the University of Toronto's Institute for International Business, declares that a "big idea" is needed to address the concerns need for economic and physical security. Canada should take the initiative, crafting an offer that ensures its access to U.S. markets while answering U.S. needs for homeland and possibly energy security. Thomson Jack Greenman concludes that Canada must co-operate with such U.S. initiatives as the Northern Command in order to protect its own interests and sovereignty. And University of Western Ontario economist David Laidler, as well as the C.D. Howe Institute's research director Bill Robson, say Canada should stick with its current monetary arrangements—instead of dreaming up schemes which are somehow based on the U.S. dollar. Robson says in border studies were overdue. "Debates have not been happening in advance of new moves to more tightly integrate the economies."

That is a drama, because the public is well aware of the problems. Pollster Michael Marston, chairman of Pollara Inc., points out that 48 per cent of respondents in an early May poll went to spend more on defence—compared to only 26 per cent at the same time last year. But Canadians are also deeply concerned about the preservation of their sovereignty. "Talk about joint commercial right now and people are going to ask, 'Why?'" Marston says. "The Americans have to explain the rationale—and we have to consider it." The problem, of course, is that this government only reacts to crises it never seems to look for opportunities. □

Mary Jarvig is a columnist appearing weekly under the name jarvig@postmedia.ca

If You Are a Present or Past Owner or Operator of a Commercial, Governmental or Residential Building in the United States or Canada in Which Asbestos-Containing Products Are or Were Present, You May Have a Property Damage Claim Against the Following Entities (The "Debtors") in Bankruptcy Proceedings:

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TAN Limited**

**J.W. Roberts Limited
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NOTE: The above Debtors are four of 157 affiliated Debtors in the Federal Mogul bankruptcy proceedings. While these four Debtors are the only companies affiliated with Federal Mogul that have been sued in asbestos property damage litigation, you may assert a claim against any one of the 157 affiliated companies. Please consult the Federal Mogul Claims Website, the Federal Mogul Claims Helpline, or the Claims Agent listed below to obtain a complete list of the Debtors.

Your Property Damage Claim Must Be Filed by March 3, 2003 at 4:00 P.M.

PLEASE TAKE NOTICE that the United States Bankruptcy Court for the District of Delaware (the "Court") has established March 3, 2003 at 4:00 p.m. (Eastern time) (the "Bar Date"), as the last date and time by which claims may be filed in the Debtors' chapter 11 cases on account of damage caused by asbestos to property located in the United States and Canada (the "North American PD Claims"). North American PD Claims include claims from losses or damages to property or property interests for which any of the Debtors may be liable arising out of such things as the cost of removal, testing and maintenance, or the diminution in value resulting from any products or material containing asbestos. All entities, including governmental units, that wish to assert any North American PD Claims against the Debtors are required to file proofs of claim on or before 4:00 p.m., Eastern Time, on March 3, 2003.

PROCEDURE FOR FILING PROOFS OF CLAIM
If you wish to assert a North American PD Claim, you must present to us the Debtors' proof of claim form from North American PD Claims. These forms can be downloaded from the Federal Mogul Claims Website, or obtained by calling the Federal Mogul Claims Helpline listed below.

ADDITIONAL INFORMATION
Additional information about the claims process and the Bar Date may be obtained from the Federal Mogul Claims Website, the Federal Mogul Claims Helpline, or the Claims Agent listed below. Information about asbestos-containing products manufactured or sold by the Debtors, the known geographic regions where the asbestos-containing products were applied and the dates of such applications, and the names of the Debtors' sub-licensees who may have sold or applied the asbestos-containing products may also be obtained from the website.

CONSEQUENCES OF FAILURE TO FILE PROOF OF CLAIM

Any entity that fails to file a proof of claim by March 3, 2003, shall be forever barred, estopped, and enjoined from asserting any North American PD Claims against the Debtors, or voting upon, or receiving any distributions under any plan or plans of reorganization in these chapter 11 cases in respect of such claims.

You may wish to consult an attorney regarding this matter.

This is a summary notice only.

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FISH FUTURES

Aquaculture is providing a huge boost to an East Coast fishery devastated by declining stocks

THE BEST PLACE to glimpse the future of the East Coast seafood industry may actually be inside a weather-beaten building on a rocky point of land 18 km west of Halifax.

There, Steven Leadbetter, who runs the federal government's Institute for Marine Resource Research in Sandy Cove, will lead you into a dimly lit room filled with six, white 3,500-litre tanks. Inside, 10,000 mottled juvenile fish, each no larger than a person's index finger, swim against the current. Talk about an easy misperception: the fish are haddock, a species which, until a few years ago, was virtually impossible to grow in captivity. And by the end of the year, Leadbetter predicts that some 90,000 of them will have left his tanks to make for fish farmers in New Brunswick, where they will be

farmed for market in ocean cages. "We've worked long and hard on this," he says. "I'd be lying if I didn't admit we are excited."

Well, join the crowd. Think fishing. Down East means a couple of groundfish longlines for cod? Time to update these old perceptions. Nowadays while shellfish is king of an Atlantic Canada industry worth more than \$200 million, overhauling on trawlers are ringing up sales in a style those old trawlers would have found an impossible, growing fish-shudder-on a moment that's closer to farming than traditional fishing. Just look at the numbers. In New Brunswick, where the Atlantic salmon rules the farm, the total value of the farmed fish came at \$292 million in 2006, leaving it far behind British Columbia

(\$296 million), the country's aquaculture leader. Sales also jumped \$2 per cent in Nova Scotia to \$14 million from a year earlier. Even tiny Prince Edward Island landed in \$29 million worth, while Newfoundland sales hit \$11 million.

Since the cod fishery's stunning failure a decade ago forced the seafood sector to learn about diversification the hard way, aquaculture producers have been trying other species in the hope of finding the next hot, new market. "As long as we look after the environment, this industry has unlimited potential," says Jim Crawford of Whyconough, N.S., who has fished for cod and swordfish and now makes his living growing oysters in Cape Breton's Bay of Fundy Lake.

Atlantic Canada isn't exactly leading the pack here. Countries like Chile, Scotland and Norway have long realized the big bucks to be made raising salmon and trout in cages and growing mussels, oysters and other shellfish in sea beds or suspended in ocean water.

While total traditional fish landings in Atlantic Canada was \$1.7 billion in 2006, aquaculture is the fishery of the future for two reasons: it's easier to provide consumers with a steady supply of seafood by growing fish in farms than searching for them in the open ocean; moreover, the globe's traditional fishery has already hit its peak. Out of necessity, therefore, aquaculture production will soon outpace the harvest from the wild to meet the needs of the world's growing population. "That's all about demand," explains Leo Munn, aquaculture director for the Nova Scotia Department of Agriculture and Fisheries.

Which is good news for coastal communities like St. George's, N.B. Until a decade ago, it was a struggling community on the Bay of Fundy. Now, it's a mini-boom town that claims to be "home to North America's largest aquaculture industry."

Aquaculture industry are less than 40 years old. St. George's has become a place with a future compared to so many other depopulated East Coast towns which have become virtual retirement communities as the young and ambitious seek work elsewhere.

But getting a piece of the aquaculture action in Atlantic Canada is becoming more difficult. High start-up costs, which are at least \$100,000 for a mussel farm and \$1 million for a good-sized salmon or trout operation, mean the industry is no longer a place for mom-and-pop outfits. Most of the some 40 operations farming there are either subsidiaries of, or all directly to, one of three major marketing organizations: Heritage Salmon Ltd., owned by Toronto's Weston family; Stolt Sea Farm Inc., a Norwegian-owned multinational; or the locally-owned Cooke Aquaculture Inc.

Depressed salmon prices and shrinking profit margins haven't helped matters. Neither has the intense scrutiny under which fish farm operators now find themselves. With farmed salmon sometimes showing up in the wild, sport fishermen

environmental requirements and government approval. The regulatory process is no rubber stamp either. Just ask Atlantic Silver Inc., another St. George's salmon farming operation which says it is facing bankruptcy because the New Brunswick government has denied the company a new operating license, claiming it doesn't meet environmental standards. As a result, Atlantic Silver's CEO Kim Vance says it will have to destroy \$1 million worth of salmon smolt waiting to go in the water.

All these factors have left Atlantic operations scrambling to find new ways to turn a profit. The big players are looking for consumers with value-added products like kebabs, smoked salmon and stuffed fillets of salmon. Others think the answer is looking beyond the usual catches—salmon, trout, oysters, scallops and mussels—and going after new species. Throughout the region, commercial operation are trying to develop shrimps, both for caviar and meat, sea urchins, Arctic char, eel and eels. P.E.I. farmers are looking to diversify beyond oysters and mussels into salmon egg pro-



A Bay of Fundy salmon farm (opposite) prepares baby fish for the harvesting process (left to right) in a growing, successful industry

Sean Smith, St. George's mayor, declares: "This industry has been a blessing for us, no doubt about it." In 2000, the aquaculture business pumped at least \$40 million into the surrounding economy. All told, more than 1,200 people from the area, or more than one-tenth of the workforce, make their living from harvesting seafood. They do everything from managing multinational fish farming companies and tending the thousands of salmon cages that bob in the Bay of Fundy to working on the feed factories that fatten the salmon for tables across North America and driving the trucks that take the fish to markets throughout the eastern United States and Canada. The sector uses 75 per cent of the people working in the local

and environmental groups blame salmon farms for spreading disease into the population and wild Atlantic salmon populations. Concerns and criticism being along the sea shore complain about how fish farms lower their property values. And inshore fishermen complain about the environmental impact that the feed matter from hundreds of thousands of fish has on the coasts to which they operate. "We're a convenient scapegoat," says Glen Brown, director of development for St. George's-based Cooke Aquaculture.

Things aren't as bad as in B.C., where a seven-year moratorium on new salmon farms was lifted in April. But in Nova Scotia and New Brunswick, it still takes 12 to 18 months for a farm to meet all the

duction. In Newfoundland, it's the besting back to the farms, using new-style techniques to grow cod in cages in bays and inlets around the province.

The payoff can be a while coming. Consider the five years it has taken to get the Sandy Cove, N.S., research station's haddock experiment to approach commercial viability. Now, it all depends upon how good a job the federal government's private sector partner—Heritage Salmon in Miramichi, N.B.—does in selling the white fishery fish. Finding new ways to grow fish, after all, is a wonderful business opportunity that if you want to make a buck in the Atlantic seafood industry, you still need to get the fish onto people's plates. □



WALL STREET'S CANCER

Revelations about stock options are the root of this summer's investor discontent

A MAJOR BEAR MARKET breakdown is an historic event. A major bear market breakdown in July is a unique event. The kind of carnage seen this month (the worst since October, 1927) has in the past been associated with irrational anger, not summer sadness.

By late June, the rumour had begun to metastasize from technology stocks to the rest of the system. By mid-July, the carnage had even begun to infect defense stocks (Gold stocks, however, to technicals, performed their customary role of portfolio insurance, moving upward like salmon in a rising river).

The epidemiology of this financial disease seems confusing. Wall Street is sick while the collective Main Street of the world are their healthiest in many years. Most recently, Japan is no longer shrinking. European growth is modest, but certainly better than economic predictions a year or two ago. The U.S. has been growing, slowly, but consumer confidence numbers are now beginning to curdle because of the stock market, not because of systemic problems in the economy. Canada has been on a roll. Indeed, the only major problem economies have been Argentina, Brazil and Turkey—who can't stop the world.

And, the stocks supposed to behave well when the economy is strong, and inflation and interest rates are low?

The catchphrase du jour compares the American business community to an orchard. As long as there were only what George W. Bush and prominent business spokespersons kept calling "a few rotten apples," the investing public kept faith that stocks would eventually resume their bull market. Did the whole orchard suddenly turn rotten? A new poll shows that more than 70 per cent of Americans have lost faith in the big management of American corporations. The root of this rage is stock options, where cost has not been

shown on the financial statements of any companies in the S&P 500 except Wm. Dean and Boeing (Coca-Cola joined the lowest dividend stock, leading stock option critic Warren Buffett is a Coke board member. It also helps that Coke's option plan costs far less than Pepsi's, so the Big Cola gets a leg up on No. 2 by switching to honesty in accounting.)

Had stock option costs been shown in companies' financial reports, Nasdaq would never have reached idiotic levels, and there would have been no stock market crash, and no recession. No leading technology company would have ever reported earnings big enough to leverage the stock.

What the public is beginning to understand is why CEOs have steadfastly refused to report the cost of their option programs: they are generic in relation to total corporate profitability. What the option programs achieved was obscene incomes for top management of rich and other option-prone companies, while flooding the market with shares sold from the companies' treasuries at fractions of current prices. The companies then took money from the till to buy back the open market to stem the growth rate of shares outstanding. Result: a wealth distribution system reminiscent of the worst of capitalism during the Rubber Baron era, before the reforms of Teddy and Franklin Roosevelt. The rich took no real financial risk and got much richer, and the poor took huge financial risks and became rich, poorer—all from schemes that were supposed to align the interests of man-

agement with those of the stockholders.

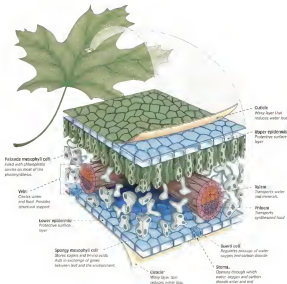
Nor were these the only consequences from the profligate allocation of phantom stock options. There was toxic fallout: the indictment to management to cheat on their accounting. The collapses of Enron and WorldCom (and numerous other "New Economy" horrors) came after their managements had jacked earnings with accounting tricks, driving up stock prices, letting insiders cash billions of dollars in stock option profits before the Corporate Crime League arrived.

What makes capitalism a great system is its incentives, risks and rewards. What is discrediting American capitalism and ravaging its stock market is the emergence of a set of perverse incentives to top management officers, leading to outsized rewards, without the necessity of their assuming risk. What happened to the rule? It couldn't disappear, of course, because the billions of dollars of huge rewards meant there had to be huge risk somewhere. It was transferred, covertly, to the stockholders (and bondholders), who got all the risk and virtually none of the rewards. A CEO's job with such companies is nice work if you can get it.

Now that investors are waking up to the con job, they have unleashed a Stock Option Bear Market on S.O.B. market for shares—against the unawareness of last year. Exactly 40 years ago, we had the only previous S.O.B. market. John Kennedy launched a war against the steel industry for raising prices, sending FBI agents to encourage homes by night. He told the media his father, ex-con Joe Kennedy, had warned him, "All businessmen are sons of bitches." That seeming declaration of class war was enough to trigger a crashing stock market sell off at a time of a strong economic recovery.

This time around, the President is protecting the steel industry and trying to save the rest of American business from itself by calling for displays of character. If consumer confidence collapses along with the stock market, triggering an economic slowdown, Bush's party will get crushed in the mid-term elections. He may conclude Joe Kennedy was right. ■

Donald Cose is chairman of Macro Investment Management in Chicago and of Toronto-based Jones Howard Investments. His column appears every week at www.donaldcose.ca.



Had stock option costs been shown, Nasdaq would never have reached idiotic levels, there would have been no crash—and no recession

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CAPITALISTS TO THE RESCUE

Why are we asking corporations to solve our social problems?

WHEN MARX PROMISED the withering away of the state, I doubt he could have imagined the vacuum would be filled by the private sector. Yet as governments have recoiled from their traditional activist role, the private sector has assumed ever more responsibility, not only for economic prosperity but also for "the social good." McDonald's is now one of the world's main providers of playground space. Coca-Cola has emerged among the largest benefactors of scholarships for Hispanics in the U.S. Business figures like Anna Roddick have taken on iconic status as a model of modern-day virtue, by merging the interests of her Body Shop chain with the welfare of Indians in the Amazon rain forest.

In fact, over the past two decades, we have witnessed the systematic blurring of the traditional roles of the public and private sectors. Today, governments are primarily concerned with facilitating initiatives needed to spawn (or curb) private-sector productivity, competitiveness and expansion. In the process, the public becomes convinced of government's irrelevance as it seems to be little more than the handmaiden of business.

At the very time that public expectations of the efficacy of government declined, businesses felt they had no option but to maximize shareholder value and exploit expanding capital markets. The transnational corporations, however, saw other efficiencies of globalization being undermined by conflicting, inconsistent regulatory regimes. Business needed, and got, a new regulatory climate and sympathetic global institutions. A weakened domestic state, offset by a codified set of transnational rules and agencies, has been an essential bedfellow.

As the surge time, it has been to the companies' advantage to step in and provide community services as the government stepped back. Far from avoiding social responsibilities, in almost all cases it has been

in the multinationals' best interest to see regulatory standards in the conduct of their affairs. But let's be clear: this behavior is neither viral nor philanthropic; neither moral nor immoral. Rather, the assumption of community service has been a rational response by business to the realities of modern times. It is at best pragmatic and at worst amoral.

Nike, for instance, knows that if it wishes to remain competitive by shifting its costs to offshore labour, it must be a good employer (at least by domestic standards) or risk to brand investment in a quality, high-end manufacturer. And Anna Roddick prescribes corporate ethics because it motivates her consumers and gives her a more appealing product to sell than foot creams.

This may be interesting but in the end unimportant if it was not for the fact that, with its expanded role, the private sector faces gargantuan, and often conflicting, expectations. Business, still viewed as the engine of the economy, is more preoccupied than ever to provide services traditionally deemed within the purview of the state. And increasingly, the worth of a business is being measured according to its willingness to take on this dual role.

Over time, however, it is becoming apparent that this blurring of private and public sector roles poses serious dangers to the health of both sectors. By withdrawing from their traditional role, governments not only undermine their own legitimacy, in the end they diminish their capability to create an environment where even business can truly thrive. Trade and competitiveness may contribute to pro-

perity in the short term, but not as much, long term, as an educated population, a high standard of public health or efficient transportation and communications. Enlightened business leaders know that, and they would be wise to advocate a revitalization of government's social role.

Conversely, the expansion of the private sector into the public domain puts business on the cross-hairs of social dissection. As expectations of fulfilling social responsibilities have risen, the standards by which business is measured becomes nearly impossible to meet. Global activists blame business for world ills ranging from child labour practices and environmental degradation to human rights abuses. Consumer advocates bemoan products using the same criteria. For businesses, these demands are a lose-lose situation. They can divert their energies into social pursuits that ultimately undermine their productivity, or they can invite even more citizen disfavor by abandoning those initiatives when they no longer serve their (business-line) interests.

Here's how that works.

Take, for example, the U.S. cosmetics industry. It has an opportunity to increase its market share in the Hispanic community. Its response might be to step up scholarships for Hispanic youth, locate a new bottling plant in Mexico and create an advertising campaign to tout its achievements in all Spanish-speaking territories. All the stuff of responsible corporate citizenship. So what's the problem? None—and Cole achieves its sales objectives in the Hispanic community. If that leads to divide whether to continue its commitment to these initiatives (in a crisis of shareholder equity) or abandon them, leaving a vacuum that no state—private or public sector—fills.

The private sector may gain short-term leverage through community-based activities. But businesses that perform public-sector functions will, over time, lose either



their competitive advantage or—as they learn from free (marketing-driven) good deeds to the more-than-free legitimacy they seek. When business takes huge financial risk to society—creating quality products and services at competitive costs in order to maximize shareholder value and provide jobs—it loses its focus. An argument could even be made that a sharper focus—by business leaders, shareholders and regulators—could have avoided or driven attention to the excesses of Enron, WorldCom and others that abandoned business ethics as they pursued public finance.

Governments, meanwhile, by perpetuating the myth that the state is powerful in the face of global forces, may actually be eroding their capacity to engineer social change. When we look ahead to the kinds of issues we'll inevitably face—biological and reproductive technologies, an aging population, abandoned land claims, global warming—we must ask ourselves two questions: First, do we really want to leave these challenges to market forces and the private sector? And second, if not, does the degraded and enfeebled state we have come to know still have the energy, cre-

ativity and moral authority to resolve these thorny problems?

If the answer to both questions is no, the constituency that stands to lose the most is the ordinary. Not only is it unrealistic to expect sustained commitment to community goals from business, but in doing so, we let government off the hook for its failure to represent the public interest. The fact is, global activists and consumer advocates would be better advised to aim their protests for more "social good" at government rather than the corporate sector. Empowered by a more engaged citizenry, government could effect real change. Instead of bemoaning McDonald's to be a better corporate citizen, ask governments why they no longer support playground spaces.

With the proper will and focus, a rebalancing of public- and private sector roles can only be achieved. The corporate sector is malleable, efficient and creative when it comes to pursuing its own interests. It finds a way to maximize profits in virtually any circumstances that acknowledge its legitimate place in the economy. Governments, in turn, do have the power (if not

the resolve) to generate market-oriented public policy, which often business cannot and not necessarily should.

Witness just one initiative from business and government, in response to the challenge of reducing carbon monoxide emissions. Under the scope of the Kyoto protocols, Canada (seeking an accommodation that would let business ease "clean energy costs" by producing or investing in less harmful fuels). The acceleration of these efforts by traditional fossil fuel producers would allow those businesses to maintain and, in some cases, even accelerate their existing operations. Short term, this made-off may retard the achievement of Kyoto's goals, but mid-term, it would lead to the transfer of vast sums of money from the fossil-based to the alternative fuel sector. The long-term result therefore would be more production and better prices for less harmful energy sources.

In this instance, government has stepped in to articulate the public good. It has held business accountable and implicitly acknowledged that business would not take these emissions reduction initiatives flesh to its own devices. But at the same time, government is giving the corporate sector an opportunity to find a market-driven solution to the demands of state-sponsored public policy.

The same model can be applied to other seemingly intractable problems. Take the epidemic of AIDS in Africa. Western countries could offer extended patent protection for new drugs in exchange for free drugs for Africa. Alarmed by the escalation of childhood (or for that matter adult) obesity? Again, instead of muzzling the purveyors beneath the golden arches to pass up McDonald's into selling more nutritious food, why not demand that government levy a tax on fast food based on fat content?

In the end, specifying the roles of the private and public sector in this way will be infinitely preferable to the current climate that puts public works and private needs on a collision course. An alignment to more distinctive roles would give governments the legitimacy they need to galvanize consensus around compelling issues, while letting businesses focus on its strengths. And—who knows?—it could also aid us in the excess and wilderness we have witnessed in recent times.

Corporate community service is neither viral nor philanthropic; neither moral nor immoral



A CAR FOR THE AGES

Dad fell in love with the Roadster long before he fell in love with his bride-to-be

THE OLD GIRL first caught my eye 21 years ago. She was trundling through an intersection in my Scarborough, Ont., neighbourhood with a sign attached to her rear. For Sale. She was a 1947 Triumph Roadster, a remarkably good shape for her age. She had a long nose, or bonnet as the Brits called it, and an enormous chrome grill on the front that glared whether the sun was out or not. Four big headlights were mounted on her grand, sweeping fenders. She even had a rumble, or dicky, seat that unfolded out of the "trunk" door, and a rear windshield that popped up to protect the teeth of the passengers who sat there. By the end of the week she was mine, sitting in my driveway with all my neighbours willing punt in that standstill. Soooooo way-interested, but not too obviously interested. She sat there for seven more years as I slowly took her apart, located various bits and pieces she needed, towed her to and from a couple of garages, and eventually ran out of steam and money. My wife took to calling her "The Driveway Orphan."

My dad, on the other hand, regularly called from his Florida retirement get away to find out how "the baby" was doing. Within days of the purchase, I had phoned my father to let him know I'd finally located my dream car. The type of car the two of us used to gaze at lovingly whenever we caught sight of one on the street. At first he couldn't picture the car in his mind. The next day he called me excitedly. "Robert, I am back upright in bed last night! I know exactly what car you've bought. The local photographer in Arbroath used to drive one!"

My dad, Able David Scrimm Bob Davidson, was stationed in Scotland with the Canadian Navy in the early 1950s. Although he never mentioned it to me, he fell in love with the '47 Roadster long before he ever fell in love with his little-to-be. He only brought one of them back to Canada with him. By the time I bought

the one, it was beginning to show its age. Every time I took it out for a spin I ended up being towed ignominiously home. It had its share of dings and scratches on the body, and there was something decidedly "off" in the front end. Months later I figured out that at some point the entire front suspension must have collapsed and been put back together by someone whose entire tool collection consisted of a screwdriver and hammer.

After struggling with the restoration project for nearly a decade, I was ready to give up. My dad, on the other hand, was ready to show the young pup a thing or two. He towed the car (and the car parts) down to Florida and over the next two years restored her to her original glory in many ways better than she rolled off the assembly line in England just after the Second World War. He took every piece off the car, examined it carefully and placed it in one of two piles: KEEP or Toss. When he had made a list of what he needed, he got on the phone to the Triumph Roadster Club in Britain and ordered about \$4,000 worth of

various bits and pieces. They were shipped to his house a week later. He stripped, sandblasted and painted the bodywork himself. "Twelve coats of lacquer!" he'd eventually tell anyone who commented on how pretty she was. He fixed the brakes, the steering and the upholstery. In fact, when he took the car to get some tools from the local upholstery, he was offered a job.

"I told him forget it. Fourteen pieces of leather in every door. That's a lot of leather and I hand cut every one of them."

He installed a new wiring harness (the previous owner had replaced all the old wires with a homemade uncoloured insulation that was worse than asbestos). He replaced the cylinders and fit new pistons he had custom made in Florida. He even found the original English license plates stashed under the carpeting and installed them to their rightful place on the chrome bumpers.

It was a thing of beauty, and for the next 12 years, he drove it proudly back and forth to his part time job in the ocean-side town he called home. He'd load his fishing rod in the back and zoom off to the beach with his dogs. And whenever the Davidson's visited the Sunshine State, a ride in grandpa's old car was a highlight. As long as you were prepared to wash the old girl down thoroughly before you were allowed to ride in her (and you better be prepared for an oration on the differences between today's cars and the Roadster and what, exactly, chrome was and why it needed polishing).

Twenty years ago, my dad's wife died. Since then, he has been off leading—lightening his life. And the Roadster was one of the possessions for which he wanted to find a good home.

"You want it?" The phone call was a total surprise. Of course I wanted it. So this month, we will ship the old girl to Ontario. We'll have a party to welcome her back to Canada and settle her into the new garage we've built for her. Before he heads back to Florida, dad and I will put the key in her ignition for what will likely be our last ride together and we will drive her along the Ontario beachside near my favourite of Toronto.

I think we'll take my two boys out with us. Their grandmothers. One Car. ☐

Rob Davidson is the car and antique guy for Global TV's *Antique Wars* program. He can be reached at overmyou@rogers.com.



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History | BY CHERYL MAISONDALE



In 1953, one could drive from coast to coast, but not if the roads were paved like this stretch of Highway 27 on Lake Superior near Roussport, Ont.

THE LONGEST HIGHWAY

It took more than 50 years to create the Trans-Canada

IN 1946, R.A. Macfarslane made Canadian transportation history when he dipped the floor wheels of his new, six-cylinder Chevrolet at the Pacific Ocean in Victoria, nine days and 7656 km after leaving Lauenburg, N.S. For his efforts, Macfarslane won the "Gold" medal, offered in 1952 by Victoria businessman and automobile entrepreneur advocate A.E. Todd for the first Canadian to cross the country by car.

For nearly 55 years others had tried to make that journey, stymied by a lack of pavement and a failure of government will. Shortly after Todd launched his prize, Thomas Wilby made headlines with his cross-Canada attempt. Kargie Wilby didn't drive all the way. When the going got tough, he put his automobile onto a railway car or ship. Percy Corney of Vancouver tried in 1920, but he started only in Montreal and took a 96-km detour through the U.S., between Sud-

by, Moncton, Ont. and Emerson, Man. There were other heroic failures, all calling attention to the car's growing popularity and, more importantly, under scoring the abysmal state of Canadian roads. It took a federal-provincial agreement, one of the first of its kind, to realize the dream of a Trans-Canada Highway.

Forty years ago this month, the last official link to the Trans-Canada opened between Revelstoke and Golden, B.C. It had taken more than 50 years of debate, controversy and federal-provincial haggling to overcome political, physical and financial obstacles that stretched the construction period from six to 12 years and inflated the cost from a projected \$100 million to more than \$1 billion. But, in the end, the longest national highway in the world, "an engineering, communications and scenic marvel" in the words of writer Edward McCourt who drove coast-to-coast in 1963, did get built, completing an

effort that rivaled the transcontinental railway for drama and sheer audacity.

Although B.C. governor James Douglas had envisioned a transcontinental highway as early as 1859, federal politicians in the 19th and early 20th centuries focused almost exclusively on railways. Confederation rested firmly on the notion of an iron road running from sea to sea, and the political establishment resisted the idea that the automobile could ever supplant the locomotive.

Even so, businessmen and farmers who moved goods by wagon over relatively short distances started demanding a competitive alternative to rail. In 1904, they formed the Ontario Good Roads Association, the first of several groups to promote the economic benefits of roads and lobby for highway improvements. Clearly, there was a need. An 1896 Ontario government report noted that the province had miles of road "covered with dirty gravel or rough, broken stone." Many were little better than hole-filled trails that turned into mud puddles after a rain or spring thaw. Well into the 1940s, farmers kept busy hauling manure out of the muck with teams of horses.

In 1912, the Conservatives under Prime

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History >

Minister Robert Borden fulfilled an election promise and passed a bill promoting road building. But the Liberal-dominated Senate blocked it, ostensibly because it smothered highway construction responsibility from the provinces to Ottawa. Still, the national highway dream would not die. (A new dream may emerge amid reports last week that bossom of Jean Chrétien are urging him to leave a four-lane Trans-Canada Highway as a political legacy.)

The First World War diverted Canadian attention for a while, but by 1919 a Canada Highway Act was passed, partly to create post-war employment. At that point, Canada had about 680,000 km of roads, with fewer than 1,600 km paved. The act gave the provinces \$20 million for road improvements, providing certain construction standards were met. The inclusion of federal cash improved roads, but the haphazard, province-by-province approach did little to achieve a transcontinental route. A car trip across Canada resembled a wilderness adventure more than a pleasure jaunt until the late 1940s. Too many Canadian tourists drove their cars and spent their cash along American routes, even when travelling between two Canadian cities. In addition, interprovincial trucking was expanding, and poor roads meant lower profits.

But first the fumbling, nagging problem of jurisdiction had to be solved. The provinces asserted their power over roads, but few had the resources or the foresight to tackle a portion of a paved transcontinental highway. Despite fears about federal interference, a federal provincial partnership seemed the most sensible approach and was a natural extension of the earlier Canadian Highways Act.

In 1948, the first of a series of meetings took place in Ottawa to discuss building a Trans-Canada Highway. The idea left route selection to the provinces, stipulating only that the road follow the shortest practical east-west path. And, of course, it had to be through Canada. But P.E.I. Premier J. Walter Jones pointed out that the shames-and-disappointments route from his and parts of nearby provinces to Montreal was through the Strait. "I do not know whether New Brunswick or Quebec would be offended if such a thing were suggested, but certainly I believe the people of Prince Edward Island and Nova

Scotia would be incensed if that could be done," Jones said.

On Dec. 10, 1949, the Trans-Canada Highway Act, which authorized the federal ministry of resources and development to partner with the provinces, became law. The agreement called for a two-lane highway, 22 to 24 feet wide, with Ottawa picking up 50 per cent of the tab. But when the highway cut through national parks, the federal government would pay the entire cost. In Newfoundland, where relatively few roads existed, Joey Smallwood's government wrangled a larger share of federal funds by routing the Trans-Canada through the newly-created Terra Nova National Park.

Only Quebec Premier Maurice Duplessis failed to sign on, claiming the idea was another erosion of provincial rights and objecting to federal scrutiny of road contracts. It took until 1960, after Duplessis's death and the election of a Liberal government, for Quebec to become a partner in the project.

Construction initially bogged down in bureaucratic red tape and Canada's challenging environment, making the original December, 1956 deadline an impossible dream. In some places, equipment and parts of the road disappeared into the tundra.

Saskatchewan in 1957 became the first province to finish its section of the road, not surprising since the province is relatively narrow (554 km) and relatively flat. When the road's first 47 km stretch in the B.C. Rockies opened on July 30, 1962, Ottawa considered the 7812 km Trans-Canada Highway complete, even though all the pavement had not been laid and some Newfoundland stretches remained unfinished. Prime Minister John Diefenbaker declared the highway complete at Rogers Place on Sept. 3, 1962. "This historic event taking place on Labour Day is a deserved tribute to the workers on this vast project," the prime minister said.

Newfoundland completed its portion in 1965, and by the time the last pavement was laid in 1970, the original \$330 million project cost had ballooned to \$1.4 billion—and Ottawa had contributed well over half, \$825 million. It had been a long, arduous journey, but worth the price. As the author of an unsigned April, 1950 Macdonald's article pointed out, "A Canadian should be able to travel from coast to coast through his own country." ■



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AN EYE FOR CANADA

He also found grandeur in ordinary folk



For Albertine's first shot (clockwise from above) a mom and child at window, a paper mill worker in Thunder Bay, Ont., a potter in Saint John, N.B., an Estonian in Winnipeg



THE NAME YOURSUF KARSH conjures up sturdy portraits of luminaries like Winston Churchill, Glenn Gould, Martha Graham and Pierre Trudeau. But the revered Jewish-born Canadian photographer, who died at the age of 93 on July 13 (free condolences following surgery), was also adept at capturing ordinary people at work or leisure. In the early 1950s, Maclean's commissioned Karsh to photograph inhabitants of cities across the country. He called 1953 Toronto "the cen-

tre of Canada—no matter what other cities might think." But it was Winnipeg, where he trained his camera on ethnic groups, that really struck a chord. He called it "the only city in Canada that constantly reminds you of the wonderful diversity of the human being: 1 photographed people of 34 different racial backgrounds. As a first-generation Canadian myself, proud of being a Canadian and by no means ashamed of being also an Armenian, I had many special feelings."



For Albertine's first shot (clockwise from above) a mom and child at window, a paper mill worker in Thunder Bay, Ont., a potter in Saint John, N.B., an Estonian in Winnipeg



For Albertine's first shot (clockwise from above) a mom and child at window, a paper mill worker in Thunder Bay, Ont., a potter in Saint John, N.B., an Estonian in Winnipeg

TRENDS | BY AMY CAMERON

STANDING AMID 524,000 square feet of merchandise in a major department store recently, a friend became possessed. Holding a low-end scientist, she forgot everything—the diamond ring on her left hand, the bewildered groom-to-be standing at her side, their agreements that the gifts for their wedding registry should be restrained and within a certain price range. She started "shouting" the scanner—the latest method for registering—at everything she'd ever wanted. "It's an exercise in greed," she later revealed, embarrassed. "You are standing there and suddenly, you want everything." That is a familiar feeling for brides and grooms faced with the uncomfortable yet exhilarating task of choosing things for other people to buy them. And registering—once the standby of setting up shoppers for your wedding—is making a comeback, with people signing up not only for the traditional showers and registries but also for Valentine's Day, Christmas, anniversaries and even, it seems, their dog's birthdays.

Whenever the occasion, registering is quickly becoming an art form. Gone are the days of Mother's Day Daughter to the local china shop to choose a formal pattern (to be used only on holidays and when the in-laws come for dinner, dear). Today registering, though still used as a means to help establish a young couple's household, has also become a way of pleasing relatives, asserting an individual's or couple's personality and, most important, avoiding nasty surprises. "My parents got three fondue makers for their wedding," says Winnipegger Maggie Nighmanides, who's not convinced she and the man she recently married, Daniel Rempel, would use one, let alone three. "Besides, my grandmother doesn't know how to buy from anything but a register."

In terms of weddings, the biggest change to this pre-nuptial ritual is that grooms have finally cottoned on to the fact that registering is the closest they may ever come to the game in a bride. Men are signing up for everything from changing equipment and tools to women's clothes and tie hockey games. Even Toronto-based William Ashley China, the mecca of wedding registry in Canada (with more than enough china to furnish your average

REGISTERING REBORN

How to avoid fondue sets and picnic baskets



groom), has found that men are more involved in picking out patterns and accessories. "Life may or may not have a lot to say about what the bride chooses in the end," laughs Ashley's spokesperson Jackie Oliva, "but men are definitely playing a role." It helps, she adds, that in 1994, Ashley's opened the Gourmet Shoppe—a rusticated steel haven of pots, pans, coffee makers and cutlery—to which most men are irresistibly drawn. "Grooms are very interested in what kinds of knives they have," notes Oliva, "and what kind of appliances."

With the changing shapes of households and relationship rules—common law couples, gay and lesbian, cohabitant concubines, women choosing to have children while single—registries have been forced to change. Meanwhile, all kinds of stores have jumped on the you want it-you got it bandwagon. Individual Canadians (the scores, for example, now offer registries for people who prefer wood wedges over

Wedgwood. Indigo Books & Music has web lists for books, DVDs and videos (with glowing coming-on-store) that it's about to start marketing as options for birthday and graduation gift buying. Bids is now working to set up a home ware registry. And for the ultimate shopaholic, the West Edmonton Mall opened an on-line registry two years ago that includes all of the 800-plus stores in the world's largest shopping mall.

Popular options in the registering world include not only national stores like the Bay and Sears (so that friends from out of town can purchase gifts more easily) but also small local shops. At Blackwoods Gallery in Saint John, N.B., women pick handmade jewelry for Valentine's Day, while photography and paintings are popular at Christmas. It's nice way of making the groom's home feeling of registering more warm and fuzzy. And when a gift is specially commissioned from an artist, says co-owner Shannon Merrifield, "it's more sentimental."

As individual and inventive as registering can be, it remains a source of stress. Andrea MacKenzie, a single mother who just gave birth to a baby boy, decided to register at Ikea. "It's to save people time and energy searching for a gift she might already have." The big ticket items I bought," says MacKenzie, a lawyer in Fredericton. "I didn't want people to spend too much. But my strategy was that people like to buy you cute things for the baby. It's kind of a no-brainer, so I just put baby clothes on and some little things like baby clothes."

Johany Rakovits and Joel McCallan, getting married in Oakville, B.C., on Aug. 24, were initially wary about registering, but then common sense and memories of unremembered picnic baskets they'd bought at wedding gifts won out. "Something from the registry may not really be the special dream gift, but it's also not a picnic basket," says Rakovits. After registering at the Bay, the couple posted the following on their wedding Web site: "A disclaimer: we are not good materialists. Funds left over from registering merchandise: We are not hoards who live in the woods and have collected all material possessions either." In the new world of registering, there is a way around everything.



Getting oil out of the Amazon is fraught with controversy and sometimes violence, but a child (opposite) finds simple joy in leaping from a glacier into a river below. Elsewhere, development of the oil field continues with the flaring off of gas (above left) while local residents protest.



To make sure the pipeline is forced on time, gas-trong guards, often with masks hiding their faces, constantly patrol the area (above left), allowing the bulldozers to push its way through an environmentally sensitive region.

OUTRAGE IN THE RAIN FOREST

An Alberta company faces growing opposition to a controversial pipeline project

RIISING OUT OF THE MIST, the Mindo-Numbillo reserve in central Ecuador is a mystical place. Some 430 species of birds, including the critically endangered black-breasted puffing hummingbird, live in the rain forest's dense foliage. The future of

the park, high on the side of the Pichincha Volcano in the Andes mountains, has become a flashpoint for thousands of people who are demanding a greater say in how oil development proceeds in the region. The target of their anger: an

Alberta oil company that is constructing a \$1.7-billion pipeline from Ecuador's oil-rich interior across the Andes Mountains to a port on the Pacific Ocean.

For most of its 500-km length, the Oleoducto de Cruces Pezados pipeline,





The oil industry says all of Ecuador will benefit if more crude is pumped, but many native people, like those gathering to sell pigs (above left), oppose development because they fear their land will be destroyed. Broken equipment (above middle) marks past efforts to exploit oil reserves.



To drive home their opposition to further pipeline construction and economic conditions in the country, natives demonstrate by beating an effigy of Ecuadorian President Gustavo Noboa. The country's government is firmly behind the \$1.7-billion project.



The pipeline project has meant the arrival of construction crews, who have cut roads deep into the dense Ecuadorian rain forest (above left). Many local natives, fearing the destruction of their land, complain that other resource extraction industries will inevitably follow.



As workers continue to push ahead with the project, more pipe is ready to be laid along the line's 500-km stretch (middle). Protesters attempt to halt the construction of a new stretch of pipeline, but often the authorities quickly intervene and arrest demonstrators.

being built by a consortium led by Calgary's EnCana Corp., will follow an existing pipeline. But in one spot it deviates from that path for 160 km, slicing through the rain forest, which is also home to the endangered spectacled bear. Natives and

environmentalists have both tried to block EnCana's bulldozers by chaining themselves to trees. And at the end of February, the demonstrations turned violent and two people died during a 19-day protest. Many taking part demanded that

revenues from the oil should be used to relieve poverty in the region, while others simply do not want EnCana to continue. "We say no to oil," said Juan Boson, an aboriginal living near the rain forest. But Ecuador's President Gustavo Noboa

believes the controversial pipeline project, which will allow the country to double its oil exports to almost 850,000 barrels per day, will benefit all citizens as people see revenues increase and the economy gradually improves. Meanwhile, EnCana

spokesman Alan Tacas says the company sympathizes with the concerns of natives in Ecuador and has attempted to help them by funding new hospitals and schools across the region. But, he adds, echoing the country's president, "This

project will benefit all the people of Ecuador." It will also benefit EnCana, whose production will double to more than 100,000 barrels a day—albeit with some meddling of the company's corporate image. ■



SARDONIAN AND SULTRY

Three sisters share mom's insecurity; a carnal son inherits the sins of the father

WHAT'S THE COOLEST movie of the summer? Turns out it's *Atanarjuat* (*The Fast Runner*). Canada's Inuit masterpiece on ice is packing a handful of American theses in a selective U.S. release, and it recently prompted a rhapsodic essay in *The New York Times Magazine*. Whenever people ask me which movie to see this summer, before cautiously recommending *Road to Perdition* or *Identity Theft*, I always ask if they've seen *Atanarjuat* and *Y tu mamá también*. They're the best films of the year so far, and both are still playing in some corners of Canada. Between *Atanarjuat*'s saga of bad blood in the Arctic and *Y tu mamá también*'s Mexican ménage à trois, they offer eye-opening escapes to foreign worlds that soon as once fantastic and real.

Meanwhile, as the summer doldrums are in at the multiplexes—and we wonder why there's no *Logan* in *Eight Legged Freaks* (eight legs with legs?)—there are a couple of two-legged directors from the Hollywood mainstream. Though worlds apart, they're both tales of children inheriting their parents' behavior.

Lovely & Amazing is a witty but slender comedy about three women and a girl grappling with individual issues of self-esteem. I suppose you'd call it a chick flick, but there's none of the straggly fake feminism of matriarchal ensemble films such as *Front Green Tomatoes*, *Steel Magnolias* or *Divine Secrets of the Ya-Ya Sisterhood*. Yes, each female character has a fragile ego, but the theme doesn't crystallize into formula or facile redemption.

Brenda Blethyn (*Stolen & Lost*) plays Jane, a middle-aged mother obsessed with her weight who undergoes liposuction—and develops a crush on her plastic surgeon. She has three daughters. The eldest is Michelle (Catherine Keener), who's stuck in a loveless marriage to a husband who doesn't appreciate her "art"—she makes handprints that no one will buy, such as museum twig chairs and painted wrap-

ping paper. Elizabeth (Emily Mortimer) is a struggling actress who fears she's too sexy, and is nervously facing a "chemistry" teacher with a sleazeball movie star (Dermot Mulroney). Then there's eight-year-old Aerie (Karen Goodwin), the adopted African American daughter of a crack addict who's developing her own complex about her looks.

Kramer (Jung John Mathewson) brings a dangerous edge of intelligence to all her roles. And here she strikes a volatile balance between brittle bitch and vulnerable fisher. Her character becomes delightfully unglued in a fling with a teenage photo-shop clerk played by an understudy Jake Gyllenhaal, who looks like the next Tobey Maguire. And as the insecure actress, Mortimer has some rich moments with Mulroney, notably one bold scene in which she snags off her clothes and asks the gorgeous actor to reverse her body, as a feature in a film.

In the same spirit, *Lovely & Amazing*—written and directed by Nicole Holofcener (*Staying & Talking*, *Sex and the*

City)—draws sardonic laughs from bits and pieces of mislaid character. And while the story doesn't live up to the title, this movie's modest charms ring true.

Jan Dara comes from director Nonzee Nimsabha, the most prominent among a wave of Thai filmmakers who are attracting international notice. Based on the most controversial best-seller in all Thai literature, it's an erotic epic set in a 19th-century household. The protagonist, Jan Dara, is cursed from birth—after his mother dies during labour, his libertine father beheads him. The boy's first memory is watching papa having sex with the nanny. And Jan follows in his footsteps with a string of sexual conquests, who include his father's sultry ex-lover—played by Cherry Chang, a Montreal-born Chinese Canadian now based in Hong Kong.

Jan Dara can only enhance Thailand's reputation as a fantasy land of exotic decadence. Nimsabha's camera sweeps tropical landscapes with lush intimacy. And Chang's fierce feline snuggles with a narcotic beauty that lends credence to a magazine poll voting her "the No. 1 sexiest woman in Asia." Unfortunately, the script veers into soap opera. The father is a villainous stereotype. And there are nagged transitions among the actors who play the protagonist at various ages. No matter how exotic, or erotic, *Jan Dara*'s sexual trappings are not worth the trip. **B-**



Canadian-born Chang plays a female feline sensuality with a narcotic beauty

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CLOSINGNOTES



Q&A | 52

Jeff Bezos—the Amazon boss
Though not a wild cat of Canadian literary
fiction that's more of a soft kind of guy,
the 36-year-old founder of Amazon.com
recently launched *Amazonia*, providing
Indigo's Chapters with a debate about
protecting Canadian culture.



PEOPLE | 54

Quzy in a white
stringed pantsuit
Melissa Auf der
Maur's latest outfit
taken on tour
and the lessons
in choice female



Music | High C comedy

The comic of **Mary Lou Fallis** is her sense
of humour. It is in everything she does.
Her wit—a determined march skills to a
top waying roll in order to underline a
point. Her cybernetics—perfectly sculpted,
they dance merrily on her face, making
frowning, frowning. Her music—the 54-year-
old, Toronto-born soprano has made a
living exposing the inherent humour in
open "divides" through her alter ego,
Primadonna.

Fallis started out with earnest intentions
for operatic debut as a teenager in
CBC TV's production of *Moscow's The
Magic Flute*. But philosophy then music
at the University of Toronto, reading
major oratorio and opera as a young
professional. In fact, Fallis never thought

THE DETAILS
*The Primadonna Does
Shine* opens July 26
4 p.m., West End City
Hall, \$15 to \$15

*The Primadonna
Does Shakespeare*
with accompanist
Peter Tellenbach



she was all that funny. So it was with some
very serious reservations that she under-
took to write an after-theatre cabaret for
Stratford Summer Music in 1981. "My gift
for comedy was almost like a dirty, shame-
ful secret," she says. "I was afraid I wasn't
ever going to get hired seriously again."
Yet, almost against her will, *Primadonna*
was born. "And ever since then, I've been
perceived as funny."

This week, after 25 years, she is
returning to Stratford with her newest
show, *The Primadonna Does Shakespeare*,
and a present hit performance, *The
Primadonna's Rock*. "I have a different
view of classical music. Some people
called it warped," she says, laughing.
"But I've had a better career."

AMY CARROW

Listings | Rock 'n' roll

Alice Keys
General Motors Place,
Aug. 15, 10:30 p.m.
The classically trained
pianist—who became
Rolling Stone's 2001
New Artist of the
Year—is being hailed as
the new face of
R & B soul.
Kiss FM

Billy Idol
Audience Auditorium
of Northwest Alberta,
Aug. 1, 7 p.m.
The poster boy of
punk celebrates
the release of his
latest album on the
"Rock the Skell" tour.
Edmonton

Julien Austin
Cascadia
Exhibition Grounds,
Aug. 1, 8 p.m.
Multi-talented
Calgary country star
kicks off the big country
weekend, the largest
country and western
festival in Canada.
Calgary, Alta.

Santitas
Molson Amphitheatre,
Aug. 14, 8 p.m.
Garcia Santitas, one
of the greatest rock
quintets in music
history, and his band
are celebrating
after 25 years.
Toronto

Rob Dylan
Molson Amphitheatre,
Aug. 1, 7:30 p.m.
Dylan's Summer tour
schedule has 23 stops
across North America,
including 11 Canadian
venues. With a high
incidence of, it seems
Dylan has released
Parker Young.
Moncton, N.B.



Q&A | Confidence and service—the Bezos way

Amazon.com founder Jeff Bezos came to Toronto last month to launch Amazon.ca, the Canadian version of his American e-retailing giant. In a conversation with *MoneySense*'s Winter Brian Bernstein, Bezos showed himself well-versed on Canadian cultural politics and spent about the on-line feature.

What do you think of the cultural argument against Amazon.ca?

Let me ask you. Do you think Indigo/Chapters is really concerned about Canadian culture, or is it all concerns that we're offering 30 per cent off on books over \$30 and free delivery on orders above \$75? What's really likely? The cultural arguments are a cloak for economic self-interest.

Do you stand by your past predictions?

That 10 to 15 per cent of retail sales will be on-line? Yeah, I call believe that. The upper figure is only double current mail order sales in the U.S., which stand at seven per cent. But anyone who prognosticates more than 10 years is more likely to be wrong than right.

Don't let that stop you.

I think mass innovation will occur in the next five years (that in the last, Bezos, we'll be able to give customer warrants. "You bought that *Alanna Mossman* CD six months ago, are you sure you want to buy it again?" That'll cost us short-term, but will pay off long-term in customer loyalty. I'm really a fan of customer service.

What do you like to read?

I read about three books a month (sci-fi once and sci-fi, the occasional business book, and, when my wife insists, literary fiction. No Canadian literary fiction yet, but I've read Robert Sawyer's *Ice 11*.

Is there any difference between having \$500 million and \$1 billion?

[Laughs and shrugs.] I don't know how to answer that except to say that when you are the lottery like I have, people start giving you free stuff. So I guess they're giving me less now. But money disappears once you're used to it. It must be that I keep on doing what I do because I want to.

Television | Saskatoon reveals itself—Body & Soul

OK, so it's not exactly Hollywood's A-list. *Body & Soul*, a new prime time American webseries that just began shooting in Saskatoon, features Peter Onorati (best known for portraying the affable brother of down-on-his-luck *Hick* Scott in the 1990s miniseries, *Ally McBeal*), Peter Onorati and Larissa LaRue, a Toronto-based actress who has appeared in movies such as *The Scarlet Letter* and *Diabolus*. *Body & Soul* will direct several episodes. But for Saskatoon's biggest clip, *Body & Soul* is a very big deal. "It's the type of project that excites the community," says Saskatoon Mayor Jim Mudge. "Everyone wants to get involved."

That became abundantly clear when more than 4,000 of Saskatoon's 252,000 residents responded to a casting call for extras. Hundreds of them are expected to cast small parts during the course of the 20-episode series. The show is also a boon to the city's television industry. The Saskatoon Regional Economic Development Authority estimates that the total economic benefits from the series will be in excess of \$40 million. If *Body & Soul* returned for further seasons, the money will continue to roll.

Body & Soul will air this fall on FOX TV, a four-year-old network that now reaches 80 per cent



Producer Larissa LaRue with Onorati (right)

of U.S. television households. The location, however, was attractive due to the lower costs at shooting in Saskatoon and the availability of the city-owned Saskatchewan Centre, a 10-year-old former downtown high school, which will stand in as a hospital. That's where *Body & Soul* (Gunn), who advocates alternative medicine, is to watch his agent bar former member, Dr. Isaac (Brian Groulx), a medical malpractice.

It's also when, if he gets his way, Saskatoon's mayor will make his acting debut. "I've told the producers that if there's a margin scene, I could probably be still under a sheet for 10 seconds," laughs Mudge. "So far, they haven't taken me upon the offer." **DEBRA RYDMAN**



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MoneySense

For Canadians who want more



People | Ozzy Auf der Maur

Melissa Auf der Maur wanted to do something special for Canada on its birthday this year, so she brought her little-known Black Sabbath cover band, *Band of Dooms*, to an outdoor festival near Toronto. Dressed in a white, fringed pumuk, Auf der Maur channelled Ozzy Osbourne, singing classics like *Paranoid* and *Mr. Pogo* to a crowd of 200 young to know that Ozzy was a heavy metal god before becoming a reality TV dad. "I tell all the kids," she says, "that everything they hear today comes from Sabbath."

There are worse teachers of rock music history than Auf der Maur, a former member of *Hole* and *Smashing Pumpkins*. Now, out from the shadows of those bands' larger-than-life personalities, Courtney Love and Billy Corgan, the bassist has just completed the recording of

her debut solo CD, *Auf der Maur* (which will be released when she decides on a date). "I'm the muse I've always heard in my head," she says, "heavy but also cerebral and pretty."

Auf der Maur herself possesses this amazing combination. Her speaking voice is rough and hoarse, her singing voice is angelic and sweet. On stage she displays rock star contempt; backstage she's a nurturer. "I think the musical role of the bass often reflects the personality of a band player," she says. "The vocals sit on top of the guitar, the guitar sits on top of the rest of the music, the drums are the backbone and the bass fills all the space in between and listens to the melody, the vocals and the drums all equally. And bass players often have a shy personality that humans that role of being the listener. They love everyone in the band—equally."

Auf der Maur, the daughter of the late

spoofing equality, history and compassion, the heavy metal rock goddess way.

Montreal politician, journalist and two women Nicki Auf der Maur and transducer and rock DJ Linda Gaboriau, appreciate equality. "My father truly believed that all people are equal," she says. "He is the little old lady who calls him with a complaint, or the bar owner who needs a permit, or his friend Brian Mulroney, who wants to run for prime minister—he gave them all the same smile, the same handshake." Her father also invited her to be proud of her differences and not embarrassed. "We had a strange name, a strange Swiss family," says Auf der Maur. "There'd be loud ranting over cheese fondue and he'd sit back and say, 'Isn't this great? Isn't life colorful and wonderful?' "It certainly is—especially when you grow up to be a heavy metal rock goddess. —BRANDY GREENE

Books | The canoe's role in North American history

Nations didn't start canoeing in North America; rather, they used canoes throughout the continent. Inuit, Inuit, Inuit and used to use their own well-made canoes. The canoe, kayak and umiak, Peterborough, Ont. based John Ingvaldsen writes in *The Canoe: A History of the World's Most Versatile Watercraft* (Timothy, 1999), are members of Canada's past. "In no other part of the world have water and the canoe had such a large influence as both the agent of indigenous culture and the symbol of its history after European contact," notes Ingvaldsen. The author enlisted the help of 11 canoe aficionados to write about different types of canoes and how they were built. Native fishermen their boats according to environment, climate and purpose. When the French arrived in the 17th century they adopted the versatile craft for their fur trade, eventually building large canoe-like wigwags navigated through the Great Lakes and St. Lawrence River. And today writers, canyons,



though the canoe is used mainly for recreation, it's "an enduring symbol of wilderness and freedom throughout North America."

BESTSELLERS

Fiction

1. **UNRAVELING** by Lisa Klein (19)
2. **THE HUNTER** by Michael Chabon (21)
3. **THE HUNTER** by Michael Chabon (21)
4. **THE HUNTER** by Michael Chabon (21)
5. **THE HUNTER** by Michael Chabon (21)
6. **THE HUNTER** by Michael Chabon (21)
7. **THE HUNTER** by Michael Chabon (21)
8. **THE HUNTER** by Michael Chabon (21)
9. **THE HUNTER** by Michael Chabon (21)
10. **THE HUNTER** by Michael Chabon (21)

Nonfiction

1. **THE HUNTER** by Michael Chabon (21)
2. **THE HUNTER** by Michael Chabon (21)
3. **THE HUNTER** by Michael Chabon (21)
4. **THE HUNTER** by Michael Chabon (21)
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